



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 20-113

**Issued:** 15 July 2020

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A330 and A340 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.004, EASA.A.015

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitations Section Part 1 – Amendment

#### Manufacturer(s):

Airbus, formerly Airbus Industrie

#### Applicability:

Airbus A330-223F and A330-243F aeroplanes, all manufacturer serial numbers (MSN);

Airbus A340-213 and A340-313 aeroplanes, all MSN.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** Nose landing gear (NLG) lower torque links, having Part Number (P/N) D64001.

**The applicable Variation:** Airbus A330 Airworthiness Limitations Section (ALS) Part 1, Variation 10.2 and Airbus A340 ALS Part 1, Variation 10.2, as applicable.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aircraft. For aircraft



operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**New and/or more restrictive tasks:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which are introduced through the applicable Variation, as defined in this AD.

**Reason:**

The airworthiness limitations for Airbus A330 and A340 aeroplanes, which are approved by EASA, are currently defined and published in the A330 and A340 ALS document(s). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2018-0034, requiring the actions described in Airbus A330 and A340 ALS Part 1 documents at Revision 09. Subsequently, Airbus published A330 and A340 ALS Part 1 Revision 10, which did not include new and/or more restrictive tasks and therefore did not result in the publication of an EASA AD.

Recently, Airbus published the applicable Variation, as defined in this AD, which contains reduced life limits for the NLG lower torque link, P/N D64001.

For the reason described above, this AD requires accomplishment of the actions specified in the applicable Variation. EASA AD 2018-0034 remains valid.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Replacement of Life Limited Parts:**

- (1) Replace each affected part before exceeding the applicable life limit, as specified in the applicable Variation, as defined in this AD.

As this AD requires a task which is already required by EASA AD 2018-0034, the instructions of the applicable Variation invalidate the instructions of Airbus A330 and A340 ALS Part 1 documents at Revision 09 and Revision 10.

**AMP Revision:**

- (2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations described in the applicable Variation, as applicable to aeroplane model and depending on aeroplane configuration.

**Recording AD Compliance:**

- (3) When the AMP of an aeroplane has been revised as required by paragraph (2) of this AD, that action ensures continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.



**Ref. Publications:**

Airbus A330 ALS Part 1, Variation 10.2, dated 29 June 2020.

Airbus A340 ALS Part 1, Variation 10.2, dated 29 June 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 12 August 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

