



Airworthiness Directive

AD No.: 2022-0049

Issued: 21 March 2022

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301 or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303 or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: 04 April 2022

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

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Nose and Main Landing Gear Main Fittings and Main Landing Gear Sliding Pistons – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A330-743L, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers (MSN); and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-32-3302 or SB A340-32-4321, as applicable.

Affected part: Nose landing gear (NLG) and main landing gear (MLG) main fittings, and MLG sliding pistons, having a Part Number and a serial number listed in the SB.



Serviceable part: Affected parts, which have not exceeded the applicable revised life limit, as published in the SB; and NLG and MLG main fittings, and MLG sliding pistons, eligible for installation, which are not affected parts.

Repaired MLG sliding piston: Affected part MLG sliding piston, repaired in accordance with the instructions of the applicable Component Maintenance Manual.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

Airbus quality control identified that certain landing gear parts have been manufactured with improper material and/or using a deviating manufacturing processes. Further analysis determined that those parts cannot be operated until the applicable life limit, as published in the applicable Airworthiness Limitations Section.

This condition, if not corrected, could lead to NLG or MLG structural fatigue failure and subsequent collapse of a landing gear, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus published the SB, providing lists of affected parts and revised life limits.

For the reasons described above, this AD requires implementing revised life limits for affected parts, and re-assessment of repairs previously accomplished on affected MLG sliding pistons.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Before exceeding the applicable revised life limit, as published in the SB, or within 3 months after the effective date of this AD, whichever occurs later, replace each affected part with a serviceable part. This can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual.

Re-assessment of Repair(s):

- (2) For Group 1 aeroplanes that, on the effective date of this AD, have a repaired MLG sliding piston installed, within 3 months after the effective date of this AD, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD, and that, following installation, that part is replaced with a serviceable part before exceeding the applicable revised life limit, as published in the SB.



- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install a repaired MLG sliding piston on any aeroplane, provided that, before that installation, Airbus has been contacted for approved instructions and that, following installation, those instructions are accomplished accordingly and within the compliance time(s) specified therein.

Ref. Publications:

Airbus SB A330-32-3302 original issue dated 18 January 2022.

Airbus SB A340-32-4321 original issue dated 18 January 2022.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 26 January 2022 as PAD 22-007 for consultation until 23 February 2022. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

