


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0205</p> <p>Date: 08 October 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 and A340-200/-300 aeroplanes
TCDS Number : EASA.A.004, EASA.A.015	
Foreign AD : Not applicable	
Supersedure : None	
ATA 32	Landing Gear – Main Landing Gear (MLG) Retraction Bracket – Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330 aeroplanes, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers.</p> <p>Airbus A340 aeroplanes, models -211, -212, -213, -311, -312 and -313, all manufacturer serial numbers.</p> <p>This AD is not applicable to aeroplanes on which Airbus modification 54500 has been embodied in production, or on which Airbus Service Bulletin (SB) A330-32-3212 or Airbus SB A340-32-4256, as applicable to the aeroplane model, has been embodied in service.</p>
Reason:	<p>During fatigue testing of the MLG, three failures of the retraction bracket occurred before the calculated life limitation. Further analysis has confirmed that those failures were due to fatigue initiated by fretting between the bush and lug bore.</p> <p>The failure of the retraction bracket, if not detected, could lead to a MLG extension with no damping resulting in MLG structural damage.</p> <p>Airbus carried out an investigation, demonstrating that the life limit of retraction brackets must be reduced to 19 800 Landings (LDG), which is below the life limit stated in the following A330 and A340 Airbus ALS Part 4 revisions:</p>

	<p>- Airbus A330 ALS Part 4 revision 02 approved by EASA on 16 December 2009.</p> <p>- Airbus A340 ALS Part 4 revision 01 approved by EASA on 15 December 2009.</p> <p>In order to maintain the structural integrity of the aeroplane, this AD requires the replacement of these MLG retraction brackets before the accumulation of 19 800 total LDG.</p>																			
Effective Date:	22 October 2010																			
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Before the accumulation of 19 800 total LDG* on the MLG Retraction Brackets, or within 900 Aeroplane Flight Hours after the effective date of this AD, whichever occurs later, replace the affected MLG Retraction Bracket identified in Table 1 of this AD with a serviceable part.</p> <table border="1" data-bbox="687 757 1182 1525"> <caption>Table 1</caption> <thead> <tr> <th>Nomenclature</th><th>Part Numbers – P/N</th></tr> </thead> <tbody> <tr><td rowspan="16">Retraction Bracket</td><td>201478303</td></tr> <tr><td>201478304</td></tr> <tr><td>201478305</td></tr> <tr><td>201478306</td></tr> <tr><td>201478307</td></tr> <tr><td>201478308</td></tr> <tr><td>201428380</td></tr> <tr><td>201428381</td></tr> <tr><td>201428382</td></tr> <tr><td>201428383</td></tr> <tr><td>201428384</td></tr> <tr><td>201428385</td></tr> <tr><td>201428378</td></tr> <tr><td>201428379</td></tr> <tr><td>201428351</td></tr> <tr><td>201428352</td></tr> </tbody> </table> <p>* Total LDG is the accumulated landings since the MLG Retraction Bracket initial entry into service on any aeroplane.</p> <p>(2) Thereafter, before the accumulation of 19 800 total LDG* on any MLG Retraction Bracket identified in Table 1 of this AD, replace it with a serviceable part.</p> <p>Note: The initial entry into service for the transferable systems components/items is defined as the date at which the component/item accomplishes the first flight for which it will undertake its intended function.</p>	Nomenclature	Part Numbers – P/N	Retraction Bracket	201478303	201478304	201478305	201478306	201478307	201478308	201428380	201428381	201428382	201428383	201428384	201428385	201428378	201428379	201428351	201428352
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Ref. Publications:	None
Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com .

SUPERSEDED