

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0179 Date: 07 August 2013 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.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].	
Design Approval Holder's Name:	Type/Model designation(s) :
AIRBUS	A330 and A340-200/-300 aeroplanes
TCDS Numbers : EASA.A.004, EASA.A.015	
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2010-0034 dated 05 March 2010, including its correction dated 08 March 2010.
ATA 32	Landing Gear – Nose Landing Gear Main Fitting and Sliding Tube – Inspection
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 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313 aeroplanes, all MSN.
Reason:	During the overhaul of two different Nose Landing Gear (NLG) units, cracks were found on the main fitting of one and the sliding tube of the other. Investigations concluded that the cracks initiated as a result of residual stress in the parts, following damage due to impact during towing incidents. A subsequent review of the reported incidents identified a specific group of NLG main fittings and sliding tubes that may have sustained impact damage as a result of towing incidents. This condition, if not detected and corrected could lead to NLG collapse. To address this potential unsafe condition, EASA issued AD 2010-0034 to require accomplishment of a one-time Magnetic Particles Inspection (MPI), followed by repetitive Detailed Visual Inspections (DVI) of the main fittings and sliding tubes of the affected NLG units identified by Part Number (P/N) and Serial Number (S/N) in the Applicability section of that AD and, depending on findings, accomplishment of applicable corrective actions. Since that AD was issued, it has been found necessary to address the issue at

	the level of NLG detail parts and no longer at NLG assembly level, as some detail parts have been transferred from an aeroplane to another. Airbus revised the applicable Service Bulletins (SB), which now list the affected NLG main fittings and sliding tubes. For the reasons described above, this AD retains the requirements of EASA AD 2010-0034 which is superseded and requires a one-time MPI, followed by repetitive DVI of the affected NLG main fittings and sliding tubes and, depending on inspection results, accomplishment of corrective actions. This AD also extends the applicability to A330 freighters.
Effective Date:	21 August 2013
Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Within 1 000 FH after the effective date of this AD, identify the P/N and S/N of the NLG main fitting and NLG sliding tube installed on an aeroplane in accordance with the instructions of Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable. A review of the applicable maintenance records is acceptable to identify the NLG main fitting and NLG sliding tube as specified in this paragraph, provided those records can be relied upon for that purpose, and the affected NLG main fitting and NLG sliding tube can be conclusively identified from that review. (2) If, as a result of identification as required by paragraph (1) of this AD, it is determined that P/N and S/N of the NLG main fitting and NLG sliding tube as listed in Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable, are installed: Within 1 000 FH after the effective date of this AD, accomplish a MPI of the affected parts in accordance with the instructions of Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable. (3) If, during the MPI as required by paragraph (2) of this AD, a crack is detected, before next flight, replace the cracked part(s) with serviceable one(s). (4) If, during the MPI as required by paragraph (2) of this AD, no crack is detected, before next flight after this MPI, accomplish flap peening to introduce compressive residual stress and corrosion protection in accordance with the instructions of Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable. (5) Within 900 FH after accomplishment of the actions as required by paragraph (4) of this AD and, thereafter, at intervals not to exceed 900 FH, accomplish a DVI of the affected parts in accordance with the instructions of Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable. (6) If, during any DVI as required by paragraph (5) of this AD, damage to paint, sealant around the labels, cadmium and/or base metal is detected, before next flight, accomplish a MPI of the affected parts in accordance with the instructions of Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable. (7) If, during any DVI or MPI as required respectively by paragraphs (5) and (6) of this AD, any crack is detected, before next flight, replace the cracked part(s) with serviceable one(s). (8) Replacement of a part as required by paragraph (3) or (7) of this AD constitutes terminating action for the repetitive DVI as required by paragraph (5) of this AD for that part, provided the P/N and S/N of the replacement part is not listed in Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable.

	(9) Inspections and flap peening actions of an affected part, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A330-32-3233 original issue or SB A340-32-4275 original issue, are acceptable to comply with the requirements of paragraphs (2) and (4) of this AD, and to plan the DVI of the affected parts as required by paragraph (5) of this AD, as applicable. (10) From the effective date of this AD, installation on an aeroplane of an affected part is allowed, provided this part has not accumulated more than 900 FH since the last inspection accomplished in accordance with the instructions of Airbus SB A330-32-3233 Revision 01 or SB A340-32-4275 Revision 01, as applicable.
Ref. Publications:	Airbus SB A330-32-3233 at original issue dated 22 October 2009 or Revision 01 dated 05 July 2013; Airbus SB A340-32-4275 at original issue dated 22 October 2009 or Revision 01 dated 05 July 2013. The use of later approved revisions of these 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 SAS – Airworthiness Office – EAL. Fax: + 33 5 61 93 45 80 or + 33 5 61 93 44 51. E-mail: airworthiness.A330-A340@airbus.com.