

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0066</b> <b>[Correction: 20 March 2014]</b></p> <p><b>Date: 14 March 2014</b></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 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].</p>		
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A330 and A340 aeroplanes</p>	
<p>TCDS Number: EASA.A.004, EASA.A.015</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<b>ATA 32</b>	<b>Landing Gear – Main Landing Gear Side Stay Upper Cardan Pin – Inspection</b>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, 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), if equipped with basic (201252 series) Main Landing Gear (MLG), or growth (201490 series) MLG.</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313 aeroplanes, all MSN, if equipped with basic (201252 series) MLG, or growth (201490 series) MLG.</p>	
<p>Reason:</p>	<p>An A330 aeroplane equipped with Basic MLG was rolling out after landing when it experienced a nose wheel steering fault (unrelated to the safety subject addressed by this AD), which resulted in the crew stopping the aeroplane on the taxiway after vacating the runway.</p> <p>The subsequent investigation revealed that the right-hand MLG sidestay upper cardan pin had migrated out of position. The sidestay upper cardan nut and retainer were found in the landing gear bay detached from the upper cardan pin. The nut and the retainer were still bolted together.</p> <p>This condition, if not detected and corrected, could lead to a complete migration of the sidestay upper cardan pin and a disconnection of the sidestay upper arm from the aeroplane structure, possibly resulting in MLG collapse with consequent damage to the aeroplane and injury to occupants.</p> <p>To address this potential condition, Airbus published Alert Operators</p>	

	<p>Transmission (AOT) A32L003-14, providing inspection instructions.</p> <p>For the reasons described above, this AD requires accomplishment of repetitive inspections of the MLG upper cardan pin, nut and retainer. This AD also requires accomplishment of a gap check between wing rear spar fitting lugs and the bush flanges.</p> <p>This AD is considered an interim action and further AD action may follow.</p> <p>This AD is re-published to clarify the introduction paragraph in the Required Action(s) and Compliance Time(s).</p>						
<p>Effective Date:</p>	<p>21 March 2014</p>						
<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>For aeroplanes equipped with MLG sidestay upper cardan pin subassembly P/N 201267202 installed (201252 series MLG), and aeroplanes equipped with MLG sidestay upper cardan pin subassembly P/N 201483202 installed (201490 series MLG), if the affected MLG, on the effective date of this AD, has exceeded 8 years since first overhaul, except those MLG that have had a second overhaul.</p> <p>Note 1: MLG sidestay upper cardan pin subassembly P/N 201267202 (found in Airbus Illustrated Parts Catalogue (IPC) as item 32-11-18-01) includes the cardan pin P/N 201267600 and MLG sidestay upper cardan pin subassembly P/N 201483202 (found in Airbus IPC as item 32-11-18-01) includes the cardan pin P/N 201483600.</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD, and, thereafter, at intervals not to exceed 10 days, accomplish a detailed inspection (DET) of each affected MLG upper cardan pin, and associated nut and retainer, in accordance with the instructions of Airbus AOT A32L003-14.</li> <li>(2) If, during any DET as required by paragraph (1) of this AD, the pin chrome is found visible inboard of the wing rear spar fitting lug, before next flight, replace the cardan pin assembly in accordance with the instructions of Airbus AOT A32L003-14.</li> <li>(3) Within 4 months after the effective date of this AD, measure MLG cardan pin clearance dimensions (gap check) in accordance with the instructions of Airbus AOT A32L003-14.</li> <li>(4) Depending on the results of the gap check as required by paragraph (3) of this AD, accomplish the action(s) as specified in Table 1 of this AD, as applicable, in accordance with the instructions of Airbus AOT A32L003-14.</li> </ol> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="555 1541 1430 1809"> <thead> <tr> <th data-bbox="555 1541 879 1592">Gap Check Result(s)</th> <th data-bbox="879 1541 1430 1592">Action(s) and Compliance Time(s)</th> </tr> </thead> <tbody> <tr> <td data-bbox="555 1592 879 1727">&gt;0.6 mm and &lt;1.5 mm</td> <td data-bbox="879 1592 1430 1727">Before next flight, send the information to Airbus <u>and</u>, within 30 days after the gap check, accomplish the actions as specified in Airbus approved instructions (see Note 2)</td> </tr> <tr> <td data-bbox="555 1727 879 1809">≥ 1.5 mm</td> <td data-bbox="879 1727 1430 1809">Before next flight, replace the cardan pin assembly</td> </tr> </tbody> </table> <p>Note 2: In Airbus AOT A32L003-14, depending on findings, Airbus commits to provide operators with specific instructions to be accomplished. These instructions may include replacement of the affected cardan pin assembly.</p> <ol style="list-style-type: none"> <li>(5) Accomplishment of the gap check and corrective action(s), as applicable, as required by paragraph (4) of this AD constitutes terminating action for</li> </ol>	Gap Check Result(s)	Action(s) and Compliance Time(s)	>0.6 mm and <1.5 mm	Before next flight, send the information to Airbus <u>and</u> , within 30 days after the gap check, accomplish the actions as specified in Airbus approved instructions (see Note 2)	≥ 1.5 mm	Before next flight, replace the cardan pin assembly
Gap Check Result(s)	Action(s) and Compliance Time(s)						
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	<p>the repetitive DET as required by paragraph (1) of this AD.</p> <p>(6) Within 30 days after accomplishment of the gap check as required by paragraph (3) of this AD, report the results (including no findings) of the measurement to Airbus.</p>
Ref. Publications:	<p>Airbus AOT A32L003-14 dated 10 March 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>

Superseded