

EASA	AIRWORTHINESS DIRECTIVE														
	AD No.: 2010-0034 [Correction: 08 March 2010] Date: 05 March 2010 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 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].															
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 – Nose Landing Gear (NLG) Main Fitting and Sliding Tube - Inspection														
Manufacturer(s): Airbus (formerly Airbus Industrie)															
Applicability:	Airbus A330 aeroplanes, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers (MSN), and Airbus A340 aeroplanes, models -211, -212, -213, -311, -312, -313, all MSN, if fitted with the following Nose Landing Gears : <table border="1"> <thead> <tr> <th>Part Number</th><th>Serial Number</th></tr> </thead> <tbody> <tr> <td>D23285200</td><td>B2</td></tr> <tr> <td>D23285101-7</td><td>B58</td></tr> <tr> <td>D23285101-10</td><td>B75</td></tr> <tr> <td>D23581100-1</td><td>B124</td></tr> <tr> <td>D23581100-1</td><td>B159</td></tr> <tr> <td>D23581100-7</td><td>B386</td></tr> </tbody> </table>	Part Number	Serial Number	D23285200	B2	D23285101-7	B58	D23285101-10	B75	D23581100-1	B124	D23581100-1	B159	D23581100-7	B386
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Reason:	During the overhaul of two different Nose Landing Gears (NLG), 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 has led to conclude that an inspection of the main fitting and sliding tube is required on those NLG that have sustained impacts as result of towing incidents. The failure of the main fitting or sliding tube could lead to NLG collapse. To prevent the above unsafe condition, this AD requires a one- time inspection followed by repetitive inspections of the main fitting and sliding tube of the NLG serial numbers listed in the Applicability section of this AD: - One time Magnetic Particle Inspection (MPI) of the affected areas to detect any crack, - Repetitive Detailed Visual Inspections (DVI) of the affected areas to detect any damage of the surface protections or corrosion. This AD also requires the accomplishment of the associated corrective actions, as necessary. This correction is issued to add NLG serial number B403 in the Applicability section of this AD.						
Effective Date:	19 March 2010						
Required action(s) and Compliance Time(s):	Required as indicated: (1) In accordance with instructions defined in Airbus Service Bulletin (SB) A330-32-3233 or SB A340-32-4275, as applicable, unless already accomplished, within 900 Flight Hours (FH) after the effective date of this AD, and depending on impacted areas: (1.1) perform a detailed visual inspection of the main fitting and/or sliding tube of the NLG, and (1.2) perform MPI inspection of the main fitting and/or sliding tube of the NLG. (2) If any crack is detected during the MPI inspection defined in paragraph (1.2) of this AD, before next flight, replace the damaged part in accordance with the instructions defined in SB A330-32-3233 or SB A340-32-4275, as applicable. (3) If NO crack is detected during the MPI inspection defined in paragraph (1.2) of this AD : (3.1) do flap peening to introduce compressive residual stress and corrosion protection, in accordance with the instructions of SB A330-32-3233 or SB A340-32-4275, as applicable, and (3.2) repeat the inspection defined in paragraph (1.1) of this AD at intervals not exceeding 900 FH from the last inspection and apply the associated corrective actions.						

Ref. Publications:	Airbus Service Bulletin A330-32-3233 at original issue; Airbus Service Bulletin A340-32-4275 at original issue. 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. This AD was posted on 17 December 2009 as PAD 09-142 for consultation until 14 January 2010. The Comment Response Document can be found at: http://ad.easa.europa.eu/. 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 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.