

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE															
	PAD No.: 09-142 Date: 17 December 2009 Note: This Proposed Airworthiness Directive (PAD) 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.															
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.															
Type Approval Holder's Name : AIRBUS		Type/Model designation(s) : A330 and A340 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, -541, 542, -642 and -643, all MSN, 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 10 NLG that have sustained impacts as results of towing incident. The failure of the main fitting or sliding tube could lead to NLG collapse. To prevent above unsafe condition, this AD requires a one- time inspection followed by repetitive inspections of the main fitting and sliding tube of the 10 NLG's listed above: - 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.								
Effective Date:	14 days after final AD issue date								
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 or SB A340-32-5095, 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 or SB A340-32-5095, 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 or SB A340-32-5095, 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; Airbus Service Bulletin A340-32-5095 at original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 14 January 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, 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.