


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-026</p> <p>Date: 05 February 2013</p> <p>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.</p>
<p>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.</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A330 and A340-200/-300 aeroplanes</p>
<p>TCDS Number: EASA.A.004, EASA.A.015</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2011-0170 issued on 07 September 2011.</p>	
ATA 32	Landing Gear – Repaired Main Landing Gear (MLG) Wheel Axles – Reduced Life Limit
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<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, except those on which Airbus modification 54500 has been embodied in production.</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 54500 has been embodied in production.</p>
Reason:	<p>EASA has received a report via Airbus and Messier-Bugatti-Dowty Ltd, from a Maintenance repair organisation (MRO), concerning a specific repair, accomplished on certain MLG wheel axles. Investigations revealed that the axles have been machined with a radius as small as 0.4 mm.</p> <p>This condition, if not corrected, has a detrimental effect on the fatigue lives of these parts, possibly affecting the structural integrity of the aeroplane. Fatigue analyses were performed, the results of which indicated that the life limit of the affected MLG wheel axles must be reduced to below the one stated in the A330 and A340 Airbus Airworthiness Limitation Section (ALS) Part 1.</p> <p>To address this unsafe condition, EASA issued AD 2011-0170 which required the replacement of the MLG wheel axles before reaching the new reduced demonstrated life limit.</p> <p>Since issuance of that AD, it was discovered that an additional number of MLG wheel axles have been subject to repairs by the same MRO.</p>

	For the reason described above, this AD retains the requirements of AD 2011-0170, which is superseded, and requires the replacement of the affected MLG wheel axles listed in the Appendix 1, Part 1 of Airbus Alert Operators Transmission (AOT) A330-32A-3256 Revision 01, or of Airbus AOT A340-32A-4292 Revision 01, as applicable to the aeroplane type.														
Effective Date:	[TBD: 14 days after final AD issue date]														
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>For the purpose of this AD, an affected MLG wheel axle is defined as a MLG axle having a Part Number (P/N) and Serial Number (S/N) listed in the Appendix 1 Part 1 of Airbus AOT A330-32A-3256 Revision 01, or of Airbus AOT A340-32A-4292 Revision 01, as applicable to the aeroplane type.</p> <p>(1) Within the compliance time specified in paragraph (1.1) or (1.2) of this AD, whichever occurs later, replace the affected MLG wheel axle by a serviceable part in accordance with the instructions of Airbus AOT A330-32A-3256 Revision 01 or Airbus AOT A340-32A-4292 Revision 01, as applicable to the aeroplane type</p> <p>(1.1) Before the accumulation of the flight hours (FH) or landings (LDG), whichever occurs first, as defined in Table 1 of this AD, as applicable to aeroplane type, model and Weight Variant (WV).</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th>Affected aeroplanes</th><th>Post-repair MLG Wheel Axle Life Limit (see Note 1)</th></tr> </thead> <tbody> <tr> <td>A340-311/-312/-313 WV00 series</td><td>4 700 LDG or 22 250 FH</td></tr> <tr> <td>A340-211/-212/-213 WV00 series</td><td>4 600 LDG or 29 000 FH</td></tr> <tr> <td>A340-313 WV02 and WV05 series</td><td>3 950 LDG or 16 900 FH</td></tr> <tr> <td>A330-301/-321/-322/-341/-342 WV00 and WV01 series</td><td>5 050 LDG or 15 200 FH</td></tr> <tr> <td>A330-201/-202/-203/-223/-243 WV02, WV05 and WV06 series</td><td>4 450 LDG or 17 900 FH</td></tr> <tr> <td>A330-301/-302/-303/-323/-342/-343 WV02 and WV05 series</td><td>5 150 LDG or 13 450 FH</td></tr> </tbody> </table> <p>Note 1: The post-repair MLG Wheel Axle life limit must be counted from the date of installation of the MLG wheel axle on an aeroplane which occurs after the date of repair specified in the Appendix 1, Part 1 of Airbus AOT A330-32A-3256 Revision 01 or of Airbus AOT A340-32A-4292 Revision 01, as applicable to the aeroplane type.</p> <p>or,</p> <p>(1.2) Within 24 months after 21 September 2011 [the effective date of EASA AD 2011-0170], without exceeding the FH or LDG, whichever occurs first, as defined in Table 2 of this AD, as applicable to aeroplane type, model and WV.</p>	Affected aeroplanes	Post-repair MLG Wheel Axle Life Limit (see Note 1)	A340-311/-312/-313 WV00 series	4 700 LDG or 22 250 FH	A340-211/-212/-213 WV00 series	4 600 LDG or 29 000 FH	A340-313 WV02 and WV05 series	3 950 LDG or 16 900 FH	A330-301/-321/-322/-341/-342 WV00 and WV01 series	5 050 LDG or 15 200 FH	A330-201/-202/-203/-223/-243 WV02, WV05 and WV06 series	4 450 LDG or 17 900 FH	A330-301/-302/-303/-323/-342/-343 WV02 and WV05 series	5 150 LDG or 13 450 FH
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	<p style="text-align: center;">Table 2</p> <p style="text-align: center;">Post-repair MLG Wheel Axle FH or LDG not to be exceeded</p> <table border="1" data-bbox="568 246 1399 889"> <tr> <th>Affected aeroplanes</th><th>Post-repair MLG Wheel Axle FH or LDG, not to be exceeded (see Note 2)</th></tr> <tr> <td>A340-311/-312/-313 WV00 series</td><td>7 830 LDG or 37 080 FH</td></tr> <tr> <td>A340-211/-212/-213 WV00 series</td><td>7 660 LDG or 48 330 FH</td></tr> <tr> <td>A340-313 WV02 and WV05 series</td><td>6 580 LDG or 28 160 FH</td></tr> <tr> <td>A330-301/-321/-322/-341/-342 WV00 and WV01 series</td><td>8 410 LDG or 25 330 FH</td></tr> <tr> <td>A330-201/-202/-203/-223/-243 WV02, WV05 and WV06 series</td><td>7 410 LDG or 29 830 FH</td></tr> <tr> <td>A330-301/-302/-303/-323/-342/-343 WV02 and WV05 series</td><td>8 580 LDG or 22 580 FH</td></tr> </table> <p>Note 2: The post-repair MLG Wheel Axle FH or LDG not to be exceeded must be counted from the date of installation of the MLG wheel axle on an aeroplane which occurs after the date of repair specified in the Appendix 1 Part 1 of Airbus AOT A330-32A-3256 Revision 01 or of Airbus AOT A340-32A-4292 Revision 01, as applicable to the aeroplane type.</p> <p>(2) After 21 September 2011 [the effective date of EASA AD 2011-0170], an affected MLG wheel axle can be installed on an aeroplane, provided the MLG wheel axle has not exceeded the limits defined in Table 1 of this AD and it is replaced with a serviceable part before reaching the life limit defined in Table 1 of this AD.</p> <p>Note 3: After removal from an aeroplane, an affected MLG wheel axle that has reached its life limit is considered an unserviceable part.</p> <p>Note 4: The term "Life limit" used in this AD has to be understood as a post-repair life limit.</p>	Affected aeroplanes	Post-repair MLG Wheel Axle FH or LDG, not to be exceeded (see Note 2)	A340-311/-312/-313 WV00 series	7 830 LDG or 37 080 FH	A340-211/-212/-213 WV00 series	7 660 LDG or 48 330 FH	A340-313 WV02 and WV05 series	6 580 LDG or 28 160 FH	A330-301/-321/-322/-341/-342 WV00 and WV01 series	8 410 LDG or 25 330 FH	A330-201/-202/-203/-223/-243 WV02, WV05 and WV06 series	7 410 LDG or 29 830 FH	A330-301/-302/-303/-323/-342/-343 WV02 and WV05 series	8 580 LDG or 22 580 FH
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Ref. Publications:	<p>Airbus AOT A330-32A-3256 Revision 01 dated 18 October 2012.</p> <p>Airbus AOT A340-32A-4292 Revision 01 dated 18 October 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>														
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 05 March 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL, Fax: + 33 5 61 93 45 80 or + 33 5 61 93 44 51; E-mail: airworthiness.A330-A340@airbus.com 														