AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A330/9 Amdt 3 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Airbus Industrie A330 Series Aeroplanes

AD/A330/9 Nose Landing Gear 6/2007
Amdt 4


Requirement:

1. For aircraft not incorporating Airbus SB A330-32-3164 or modification 51381:
   (a) Carry out an inspection of the grease and the gear teeth of the radial variable differential transducer (RVDT) gearbox and the driving gear ring in accordance with Airbus SB A330-32-3134 and depending on the results carry out any corrective actions in accordance Airbus SB A330-32-3134; or
   (b) Carry out an inspection of the chrome on the bearing surface of the nose landing gear (NLG) main fitting barrel under the rotating sleeve in accordance with Airbus SB A330-32-3134.

2. For aircraft incorporating Airbus SB A330-32-3164 or modification 51381:
   Carry out an inspection of the chrome on the bearing surface of the nose landing gear (NLG) main fitting barrel under the rotating sleeve in accordance with Airbus SB A330-32-3134.

3. Modify the NLG in accordance with AIRBUS SB A330-32-3164 (AIRBUS modification 51381 in production) and AIRBUS SB A330-32-3192 (AIRBUS modification 53073 in production).

Later DGAC approved revisions of the referenced service bulletins may be used in lieu of those detailed in the requirements section of this Directive.


Compliance: 1. Remains unchanged as; Unless previously accomplished, within 5 years following NLG installation or within 700 flight hours from the effective date of the original issue of this Directive, whichever occurs later.
Airbus Industrie A330 Series Aeroplanes

AD/A330/9 Amdt 4 (continued)

Thereafter at intervals not to exceed 8 months where the last method of inspection was that as detailed in Requirement 1a of this Directive; or

At intervals not to exceed 18 months where the last method of inspection was that as detailed in Requirement 1b of this Directive.

2. Within 5 years following NLG installation, thereafter at intervals not to exceed 18 months.

3. For pre-overhauled NLG’s, not later than 10 years following first flight of the NLG.

For NLG’s overhauled once, no later than 5 years from the 1st overhaul; or

No later than 10 years since 1st NLG overhaul provided that an inspection of the chrome on the bearing surface in the NLG main fitting barrel under the rotating sleeve is/has been performed no later than 5 years since the 1st overhaul in accordance with SB A330-32-3134 and thereafter at intervals not to exceed 18 months.

When the NLG first flight is unknown, use the NLG date of manufacture.

This Amendment becomes effective on 7 June 2007.

Background: This directive specifies the inspection program to identify corrosion to reduce the possibility of nose landing gear structural failure.

In addition the inspection of the chrome on the bearing surface of the NLG is the only procedure that can be used on certain NLG’s because the detection of grease migration cannot occur once the modification is incorporated.

Amendment 1 included an alternative inspection method to that previously detailed in this Directive. The alternative inspection interval allows for a greater inspection interval.

Amendment 2 added the A330-302, and -303 models to the applicability section of this Directive with no change to the requirements.

Amendment 3 mandated modification of the NLG by the addition of a seal within the rotating collar and a new steering collar and bushes to improve greasing.

Amendment 4 amends the compliance period for modification of the NLG.

The original issue of this Directive became effective 26 December 2002.

Amendment 1 of this Directive became effective on 15 April 2004.
Airbus Industrie A330 Series Aeroplanes

AD/A330/9 Amdt 4 (continued)

Amendment 2 of this Directive became effective on 23 December 2004.

Amendment 3 of this Directive became effective on 11 May 2006.

David Punshon
Delegate of the Civil Aviation Safety Authority

24 April 2007