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## AIRWORTHINESS DIRECTIVE

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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 2 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.

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### Airbus Industrie A330 Series Aeroplanes

**AD/A330/9  
Amdt 3**

**Nose Landing Gear**

**5/2006**

**Applicability:** Airbus A330 Series aircraft models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343 all serial numbers, not incorporating AIRBUS modifications 51381 and 53073 in production or AIRBUS Service Bulletins (SB) A330-32-3164 and A330-32-3192 in service.

- 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 carry out any corrective actions as a result of the inspections as detailed in Requirement 1a of this Directive 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.

*Note: DGAC AD F-2005-210 EASA approval 2005-6436 dated 13 December 2005 refers. This AD supersedes DGAC AD 2001-504.*

- 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 3 (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 post-overhauled NLG's, not later than 5 years form overhaul or not later than 15 years since the first flight of the NLG, whichever occurs first.

This Amendment becomes effective on 11 May 2006.

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

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

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

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

Amendment 1 of this Directive became effective on 15 April 2004.

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



James Coyne  
Delegate of the Civil Aviation Safety Authority

17 March 2006