
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/A330/27 and issues the following AD under subregulation 39.1 (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/A330/27
Amdt 1

Nose Wheel Steering Limits

9/2004

Applicability: All Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 aircraft.

Requirement: Action in accordance with the requirements of DGAC AD F-2003-433 R1.

Compliance: As specified in the Requirement document, with an original effective date of 19 February 2004.

The compliance time remains unchanged by this issue.

This Amendment becomes effective on 2 September 2004.

Background: This Directive was prompted by an incident that occurred in August 1998 when the right hand main landing gear of a Model A340 aircraft fractured on landing. Investigation revealed a fatigue crack initiation located in the upper part of the main landing gear main fitting cylindrical barrel. The fatigue crack resulted from high steering and/or high towing angles when turning the aircraft.

Amendment 1 is issued in response to a revision of the Requirement document, which extends applicability but does not change technical content.

The original issue of this Airworthiness Directive became effective on 19 February 2004.



David Villiers
Delegate of the Civil Aviation Safety Authority

21 July 2004