
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/A330/34 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/A330/34
Amdt 1**

MLG Retraction Actuator Lower Pin

8/2007

Applicability: AIRBUS A330-200 and A330-300 aircraft equipped with main landing gear (MLG) retraction actuator lower pin(s) (P-Pin) part number (PN) 201275602.

No action is required by this AD on the aircraft, on which AIRBUS modification 46903 (install PN 201478612) in production or AIRBUS Service Bulletin (SB) A330-32-3096 in service has been embodied.

- Requirement:**
1. Visually inspect P-Pins PN 201275602, to check for correct positions of the grease holes in accordance with AIRBUS AOT A330-32A3181 and report the inspection results to Messier-Dowty using the pro-forma contained in the VSB MD-L SB A33/34-32-229 referenced in the AOT.
 2. Replace any P-Pin is found fractured.
 3. If the positions of the grease holes are not correct:
 - a. Replace the P-pin.
 - b. Pending replacement of the P-Pin, perform an external visual inspection of the P-Pin in order to check for pin migration.
 - c. If the P-Pin is found to be migrating during the external visual inspection, the P-Pin must be replaced.
 4. Examine any P-Pin PN 201275602 that is used as a replacement part, for the correct positions of the grease holes.

Note: DGAC AD F-2004-084 dated 23 June 2004 refers.

Compliance: For Requirement 1:

- For P-Pins fitted to aircraft, remains unchanged as within 100 Flight Cycles or 3 months from 16 June 2004 (the effective date of the original issue of this AD), whichever occurs first.
- For P-Pins fitted to spare units, before fitment to the aeroplane.

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For Requirement 2: Before further flight.

For Requirement 3:

- a. Within 800 flight hours following the visual inspection as detailed in Requirement 1 of this Directive.
- b. Before the first flight of the day.
- c. Before further flight.

For Requirement 4: Before fitment to an aeroplane following the effective date of this Directive.

This Amendment becomes effective on 2 August 2007.

Background: A P-Pin PN201275602 connecting the lower end of the retraction actuator to the main fitting was found fractured upon removal during MLG overhaul. Investigation concluded that the crack that caused fracture initiated from the centre grease hole of the P-Pin. In this case, the centre grease hole was machined in an incorrect position, 90° from its normal position. This failure and possibly resulting migration of the P-Pin may lead to an undamped extension of the landing gear. Upon fully extending, the landing gear would be submitted to high loads possibly compromising its structural integrity. This AD requires a visual inspection in order to detect and replace incorrectly manufactured P-Pins.

This amendment changes the P/N of the pin referred to in the applicability section of this AD to P/N 201478612 from 201275612, which was referred to in the original telex AD issued by the DGAC. There are no other changes.

The original issue of this AD became effective 16 June 2004.



David Punshon
Delegate of the Civil Aviation Safety Authority

21 June 2007