


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-065</p> <p>Date: 07 July 2011</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>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A340-200/-300 aeroplanes</p>
<p>TCDS Number : EASA.A.015</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes EASA AD 2006-0301R2 dated 10 September 2009.</p>	
ATA 32	Landing Gear – Main Landing Gear Retraction Actuator Piston Rod – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340 aeroplanes, models -211, -212, -213, -311, -312 and -313, all serial numbers, except those on which Airbus modification (mod.) 52980 has been embodied in production on both Main Landing Gear (MLG).
Reason:	<p>During an approach phase, the flight crew of an A330 aeroplane had to perform a free-fall extension of the left-hand (LH) MLG.</p> <p>Rupture of the LH MLG retraction actuator piston rod was found near the rod attachment point. The inspection revealed at the location of the rupture the presence of corrosion resulting from incorrect application of the anti-corrosion protection, and circumferential cracks resulting from normal operational loading effects.</p> <p>Since the above rupture, new cases of crack propagation along the length of the piston rod occurred. These ruptures led to a non-damped extension of the landing gear. Fully extended, the landing gear assembly was submitted to high loads jeopardising its structural integrity.</p> <p>This condition, if not detected and corrected, could lead to MLG failure during landing or roll-out and consequent damage to the aeroplane and injury to occupants.</p> <p>DGAC France issued AD F-2005-099 (EASA approval 2005-5888) to address this unsafe condition. Since that AD was issued, the results of extensive investigation determined that the presence of water in the internal volume of the piston rod can lead to the formation of ice which represents a potential source of high magnitude tensile hoop stresses in the material of the rod,</p>

	<p>leading to propagation of longitudinal crack in the body of the piston rod.</p> <p>Prompted by these findings, EASA issued AD 2006-0301, partially retaining the requirements of DGAC France AD F-2005-099, which was superseded, and to revise the inspection requirements as follows:</p> <ol style="list-style-type: none"> Extend the repetitive inspections interval for the removal of fluid from the internal volume of the piston rod using flight cycles in lieu of flight hours as this better represents the mechanism for the accumulation of water within the piston rod. Remove the preliminary visual inspection from the ultrasonic longitudinal inspection of the upper end of the piston rod. Add a new one-time ultrasonic longitudinal and circumferential inspection of the full piston rod length to eliminate any parts that exhibit severe corrosion along the internal length of the piston rod. Require installation of new design hollow piston rod Part Number (P/N) 114256328 (Airbus mod. 52980 - SB A340-32-4222 Revision 01) without a vent hole, thus eliminating moisture ingress as the terminating action. <p>EASA AD 2006-0301 was later revised :</p> <ul style="list-style-type: none"> - at revision 01, to correct a number of typographical errors and to add reference to Airbus SB A340-32-4212 Revision 04, and - at revision 02 to extend the inspections threshold from 3 to 6 years in service usage for retraction actuator piston rod P/N 114256321 issue 06 which was re-identified to P/N 114256326 issue 01 in accordance with the instructions of Airbus SB A340-32-4260. <p>More recently, the sampling of piston rod P/N 114256326 issue 1 and P/N 114256321 issue 06 have confirmed the need to replace all retraction actuator piston rods with a piston rod P/N114256328.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2006-0301R2, which is superseded, and requires the replacement of all retraction actuator piston rods with a piston rod P/N 114256328, which constitutes terminating action to the repetitive requirements of this AD.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <p><u>A) Restatement of EASA AD 2006-0301R2 requirements:</u></p> <p>Paragraphs (1), (2), (3), (4), (5), (6) and (7) of this AD are applicable, as indicated, after 19 October 2006 [the effective date of EASA AD 2006-0301R2] for aeroplanes equipped with:</p> <ol style="list-style-type: none"> retraction actuator piston rods P/N 114256309 and P/N 114256321 issue 03 upon accumulation of three years of use in service, and retraction actuator piston rods P/N 114256326 issue 01 and P/N 114256321 issue 06 upon accumulation of six years of use in service: <p><u>(1) Detailed visual inspection of the retraction actuator piston rod:</u></p> <p>For each concerned retraction actuator piston rod not yet visually inspected in accordance with the instructions of Airbus SB A340-32-4212 at Revision 01, or Revision 02, or Revision 03, or Revision 04, or Revision 05, at the latest upon accumulation of three years or six years , as applicable, of in service usage,</p> <p>or,</p> <p>for each concerned retraction actuator piston rod that has already been visually inspected in accordance with the instructions of Airbus SB A340-32-4212 Revision 01, or Revision 02, or Revision 03, or Revision 04, or Revision 05, within 8 days from the last visual inspection</p>

performed in accordance with the instructions of SB A340-32-4212 Revision 01, or Revision 02, or Revision 03, or Revision 04, or Revision 05,

- (1.1) Accomplish a visual inspection of the visible chromed area of the piston rod in fully extended position to search for cracks, in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.
- (1.2) Thereafter, at intervals not exceeding 8 days, repeat the visual inspection required by paragraph (1.1) of this AD, in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.
- (1.3) If, during any inspection required by paragraphs (1.1) and (1.2) of this AD, one or more cracks are found, before next flight, replace the retraction actuator in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.

Note 1: No further repetitive visual inspection is required to comply with paragraph (1) of this AD after accomplishment of drainage of the fluid from the piston as required by paragraph (2) of this AD in addition to the one-time-ultrasonic non-destructive testing (NDT) inspection of the full length of the piston as required by paragraph (4) of this AD.

(2) Drain the fluid from the piston rod and seal the vent hole:

For each concerned retraction actuator piston rod not yet inspected/fluid-drained in accordance with the instructions of Airbus SB A340-32-4212 at Revision 02, or Revision 03, or Revision 04, or Revision 05, at the latest when it reaches three years or six years, as applicable, of in service usage,

or,

for each concerned retraction actuator piston rod that has already been inspected/fluid-drained in accordance with the instructions of Airbus SB A340-32-4212 at Revision 02, or Revision 03, or Revision 04, or Revision 05, within 1 000 Flight Cycles (FC) or 24 months, whichever occurs first, from the last inspection/fluid-drainage performed in accordance with the instructions of Airbus SB A340-32-4212 at Revision 02, or Revision 03, or Revision 04, or Revision 05,

- (2.1) Do the procedure to drain fluid from the retraction actuator piston rod internal volume and seal the vent hole in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.
- (2.2) Thereafter, at intervals not exceeding 1 000 FC or 24 months whichever occurs first, repeat the draining and the sealing of the vent hole required by paragraph (2.1) of this AD, in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.

Note 2: Accomplishment of drainage of the fluid from the piston as required by paragraph (2) of this AD, in addition to the one-time-ultrasonic NDT inspection of the full length of the piston as required by paragraph (4) of this AD, constitutes terminating action for the repetitive visual inspections required by paragraph (1) of this AD.

(3) Ultrasonic NDT inspection of the upper end of the piston rod:

For each concerned retraction actuator piston rod not yet inspected in accordance with the instructions of Airbus SB A340-32-4212 at original issue, or Revision 01, or Revision 02, or Revision 03, or Revision 04, or Revision 05, upon accumulation of three years or six years, as applicable, of in service usage,

or,

for each concerned retraction actuator piston rod already NDT inspected in accordance with the instructions of Airbus SB A340-32-4212 at original issue, or at Revision 01, or Revision 02, or Revision 03,

or Revision 04, or Revision 05, within 1 400 flight hours, 250 FC or 4 months from the date of the last NDT inspection performed in accordance with the instructions of Airbus SB A340-32-4212 at original issue, or at Revision 01, or Revision 02, or Revision 03, or Revision 04, or Revision 05, whichever occurs first,

- (3.1) Do an ultrasonic inspection of the retraction actuator piston rod end in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.
- (3.2) If the results of the inspection required by paragraph (3.1) of this AD give an indication above 90% FSH (Full Screen Height) and between 5 and 7 in Time Base, before next flight, replace the retraction actuator.
- (3.3) If the results of the inspection required by paragraph (3.1) of this AD give an indication between 75% and 90% FSH and between 5 and 7 in Time Base, within the next 10 FC replace the retraction actuator.
- (3.4) If the results of the inspection required by paragraph (3.1) of this AD give an indication below 75% FSH and between 5 and 7 in Time Base, repeat the inspections required by paragraph (3.1) of this AD at intervals not exceeding 1 400 Flight Hours (FH) or 250 FC or 4 months, from the previous inspection, whichever occurs first, and do the applicable corrective actions.

(4) One-time ultrasonic (longitudinal and circumferential) NDT inspections of the full length of the piston rod:

- (a) At the latest when each concerned retraction actuator piston rod reaches three years or six years, as applicable, of in service usage, or,
- (b) within 1 750 FH, 315 FC or 5 months, whichever occurs first, after 19 October 2006 [the effective date of EASA AD 2006-0301R2]

whichever occurs later between (a) and (b):

(4.1) One-time ultrasonic longitudinal NDT inspection of the full length of the piston rod:

- (4.1.1) Do a one-time ultrasonic longitudinal inspection of the chromium-plated area (full length) of the piston rod in accordance with the instructions of Airbus SB A340-32-4212 Revision 05, and do the applicable corrective actions required by paragraph (3.2) or (3.3) of this AD.
- (4.1.2) If the results of the inspection defined in paragraph (4.1.1) give an indication below 75% FSH and between 5 and 7 in Time Base, no further action is required.

(4.2) One-time ultrasonic circumferential NDT inspection of the full length chromed part of the piston rod:

- (4.2.1) Do a one-time ultrasonic circumferential inspection of the chromium-plated area (full length) of the piston rod, in accordance with the instructions defined in Airbus SB A340-32-4212 Revision 05.
- (4.2.2) If the results of the inspection required by paragraph (4.2.1) of this AD give an indication above 90% FSH (Full Screen Height) and between 7 and 9.5 on the time base, before next flight replace the retraction actuator.
- (4.2.3) If the results of the inspection required by paragraph (4.2.1) of this AD give an indication between 75 and 90% FSH and between 7 and 9.5 on the time base, within the next 10 landings replace the retraction actuator.

(4.2.4) If the results of the inspection required by paragraph (4.2.1) of this AD give an indication below 75% FSH and between 7 and 9.5 in Time Base, no further action is required.

Note 3: Accomplishment of the one-time-ultrasonic NDT inspection of the full length of the piston as defined in paragraph (4) in addition to the drainage of the fluid from the piston as defined in paragraph (2) cancels the repetitive visual inspection requirement as defined in paragraph (1) of this AD.

Note 4: Any retraction actuator piston rod P/N 114256309 or 114256321 or 114256326 issue 01, installed as a replacement, new or used, must comply with the applicable requirements of this AD at the stated thresholds and intervals.

(5) Reporting

(5.1) In all cases, upon completion of the tasks in accordance with the instructions defined in Airbus SB A340-32-4212 Revision 05, report to Airbus the results (regardless of findings) of:

- the visual inspection,
- fluid drain/seal of the retraction actuator piston rod,
- ultrasonic NDT of the upper end of the piston rod, and
- the one time ultrasonic NDT inspection.

(5.2) Report also the results whenever the replacement of the retraction actuator is required in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.

(6) Aeroplanes that have been inspected or drained, before the effective date of this AD, in accordance with the instructions of Airbus SB A340-32-4212 Revision 03, or Revision 04, are compliant with the initial requirements of paragraph (1), (2), (3), (4) and (5) of this AD. However, after the effective date of this AD, the repetitive inspections or draining must be accomplished in accordance with the instructions of Airbus SB A340-32-4212 Revision 05.

(7) Modification

Not later than 31 December 2007, remove and replace the retraction actuator piston rod P/N 114256309 or P/N 114256321 issue 03 in accordance with the instructions of Airbus SB A340-32-4222 Revision 01.

(8) Installation of retraction actuator piston rod P/N 114256323 in accordance with the instructions of Airbus SB A340-32-4213 revision 01 constitutes an acceptable method to comply with the requirements of paragraphs (1), (2), (3), (4), (6) and (7) of this AD for that MLG retraction actuator.

B) New Requirements of this AD:

(9) For all aeroplanes listed in the applicability section of this AD, within 48 months after the effective date of this AD, modify the left-hand and right-hand MLG retraction actuators in accordance with the instructions of Airbus SB A340-32-4222 Revision 03.

(10) Aeroplanes on which, before the effective date of this AD:

- a MLG retraction actuator has been modified in accordance with the instructions of Airbus SB A340-32-4222 Revision 01 or Revision 02,

or,

- a MLG retraction actuator has been modified in accordance with the instructions of Airbus SB A340-32-4222 at original issue and re-identified in accordance with the instructions of Airbus SB A340-32-4222 Revision 01 or Revision 02

are compliant with the requirements of paragraph (9) of this AD for that

	<p>MLG retraction actuator.</p> <p>(11) Modification of a MLG retraction actuator as required by paragraph (9) of this AD constitutes terminating action for all repetitive requirements of this AD for that MLG retraction actuator.</p>
Ref. Publications:	<p>Airbus SB A340-32-4212 Revision 05.</p> <p>Airbus SB A340-32-4222 Revision 03.</p> <p>Airbus SB A340-32-4213 Revision 01.</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 04 August 2011. 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. E-mail: airworthiness.A330-A340@Airbus.com.