



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-024

Issued: 14 February 2019

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

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 date indicated.

Design Approval Holder's Name::

AIRBUS

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: [TBD - standard: 7 days after AD issue date]

TCDS Number(s): EASA.A.004 and EASA.A.015

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Free Fall Actuators – Inspection / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN).

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.

Definitions:

For the purpose of this AD, the following definitions apply:

The AOT: Airbus Alert Operators Transmission (AOT) A32L012-18.

Affected FFA: Free fall actuators (FFA), having Part Number (P/N) AR02404, and having a serial number (s/n) listed in Appendix 3 of the AOT, installed on nose landing gear (NLG), main landing gear (MLG) and centre landing gear (CLG).



Serviceable FFA: FFA P/N TY3409-01A, or FFA P/N AR02404 having a year of manufacture 2006 or later.

Groups: Group 1 aeroplanes are those that have an affected FFA installed. Group 2 aeroplanes are those that do not have an affected FFA installed.

Reason:

An A330 aeroplane failed to extend its NLG by free fall method, prompted by the loss of the green hydraulic system. Investigation results revealed that the NLG FFA P/N AR02404 has been identified as the root cause, the magnets on this actuator having been found detached on both electrical motors. Further investigation conducted with the FFA manufacturer, has identified a potential similar issue on specific FFA with the same P/N, manufactured in 2001 and 2002. Units manufactured in other years are still being investigated. These affected FFA can also be fitted on MLG (on A330 and A340 aeroplanes) and CLG (on A340-500/600 aeroplanes only) of the aeroplane.

This condition, if not detected and corrected, could prevent LG extension by free fall method, possibly resulting in loss of control of the aeroplane after landing, with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the AOT to provide instructions to inspect and test the affected FFA.

For the reasons described above, this AD requires repetitive testing of each affected FFA, and, depending on findings, replacement with a serviceable FFA.

This AD is considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Identification / Inspections:

- (1) For Group 1 aeroplanes: Within 90 days after the effective date of this AD, and, thereafter, at intervals not to exceed the values defined in Table 1 of this AD, accomplish a test of the freefall system of each LG fitted with an affected FFA in accordance with the instructions of the AOT.

Table 1 – Inspection / Test Intervals

Aeroplane	Compliance Time
	(flight hours (FH) or calendar time, whichever occurs first)
A330, A340-200 and -300	3 000 FH or 9 months
A340-500 and -600	2 025 FH or 9 months

Note 1: The FH specified in Table 1 of this AD are those accumulated by an affected FFA since first installation on an aeroplane.



Corrective Action(s):

- (2) If, during any test as required by paragraph (1) of this AD, an affected FFA fails the test, before next flight, replace the affected FFA with a serviceable FFA, as defined in this AD, in accordance with the instructions of the AOT.

Credit:

- (3) Accomplishment of a test as required by paragraph (1) of this AD allow operator to claim compliance with the applicable ALS Part 3 (CMR), "Operational Check of Landing Gear Freefall system", A330 task 323000-00001-1-1-C, A340 task 323000-A0001-1-C or A340 task 323000-B0001-1-C, as applicable, provided the continuity test specified in AMM task A330-32-33-00-710-809, or AMM task A340-32-33-00-710-806, as applicable, is accomplished concurrently.

Part(s) Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install on any aeroplane an affected FFA.

Ref. Publications:

Airbus AOT A32L012-18 original issue dated 29 January 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 28 February 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

