



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-123

Issued: 08 August 2025

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 S.A.S.

Type/Model designation(s):

A330 and A340 aeroplanes

Effective Date: [TBD - standard: 14 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 – Nose Landing Gear Retraction Actuator – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A330-743L, A330-841 and A330-941 aeroplanes, all manufacturer serial numbers; and

A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A330-32-3314 or SB A340-32-4325, as applicable.

The VSB: Safran Landing System (SLS) SB D23581-32-081.



Affected part: Nose Landing Gear (NLG) retraction actuator having Part Number (P/N) D23352000-1, P/N D23352000-2, or P/N D23352000-3; and serial number CE19, CE23, CE28, CE30, CE60, CE65, CE84, CE120, CE124, CE135, CE175, CE221, CE258, CE265, CE285, CE291, CE332, CE340, CE358, CE429, CE439, CE479, CE584, CE592, CE609, CE639, CE663, CE690, CE712, CE727, CE733, CE779, CE805, CE807, CE827, CE835, CE838, CE841, CE854, CE856, CE875, CE878, CE882, CE908, CE909, CE927, CE933, CE946, CE2005, CE2015, CE2016, CE2019, CE2023, CE2026, CE2032, CE2040, CE2049, CE2056, CE2100, CE2112, CE2117, CE2120, CE2122, CE2134, CE2142, CE2143, CE2149, CE2160, CE2162, CE2169, CE2174, CE2182, CE2187, CE2200, CE2202, CE2214, CE2230, CE2253, CE2255, CE2256, CE2271, CE2273, CE2276, CE2280, CE2291, CE2297, CE2300, CE2308, CE2314, CE2335, CE2336, CE2361, CE2389, CE2405, CE2414, CE2415, CE2425, CE2437, CE2443, CE2464, CE2466, CE2478, CE2487, CE2532, CE2591, CE2596, CE2616, CE2652, CE2749, CE2757, CE2798, CE2866 or CE2957.

Except:

- Those which passed an inspection (no discrepancies detected) in accordance with the instruction of the VSB; and
- Those on which a discrepancy has been detected during the accomplishment of the inspection in accordance with the instruction of the VSB and, thereafter, have been repaired in accordance with the instructions of SLS Component Maintenance Manual (CMM) 32-33-30, section 'Repair'; and
- Those which have been overhauled in accordance with the instructions of SLS Component Maintenance Manual 32-33-30, Revision date 27 October 2023 or later, including accomplishment of swaging process and inspection of the swaging contained within CMM 32-33-30 during the assembly of bearing 00-200-1568 and 00-200-1569.

Serviceable part: Any NLG retraction actuator, eligible for installation in accordance with Airbus instructions, which is not an affected part.

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

Reason:

Occurrences were reported of NLG retraction actuator disconnection on A330 aeroplanes, resulting in an undamped extension of the NLG.

Following investigations, it has been determined that those events were caused by inadequate or missing swaging of the spherical bearings in the retraction actuator rod ends during overhaul, leading to identify a first batch of potentially affected parts.

This condition, if not detected and corrected, could cause undamped NLG extension, which is considered as a potential contributor to LG collapse, possibly resulting in damage to the aeroplane and injury to occupants.

Due to similarity of design, the same potential unsafe condition could affect certain Airbus A340 models, on which the affected parts are eligible for installation.



To address this potential unsafe condition, SLS issued the VSB and Airbus issued the SB, providing instructions for inspection of the affected parts.

For the reason described above, this AD requires a one-time inspection of the affected parts and, depending on findings, corrective action(s). This AD also prohibits further installation of affected parts.

The list of affected parts of this AD includes also certain parts which are not listed as affected in the SB and in the VSB. The SB and the VSB are expected to be updated to include additional affected parts, as listed in this AD.

This AD is considered to be an interim action, and further AD action, addressing additional affected parts, may follow.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 26 months after the effective date of this AD, inspect the affected part in accordance with the instructions of the SB.

Alternative Method:

- (2) Replacing the affected part on an aeroplane with a serviceable part is an acceptable alternative method to comply with the inspection requirement of paragraph (1) of this AD for that aeroplane. This can be accomplished in accordance with the instructions of the applicable Aeroplane Maintenance Manual.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the SB.

Part Installation:

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

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (4) of this AD.

Ref. Publications:

Airbus SB A330-32-3314 original issue dated 17 April 2025.

Airbus SB A340-32-4325 original issue dated 17 April 2025.

SLS SB D23581-32-081 original issue dated 09 July 2024 and Revision 1 dated 01 April 2025.



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

Remarks:

1. This Proposed AD will be closed for consultation on 05 September 2025.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

