



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-100

Issued: 07 September 2026

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: This AD supersedes EASA AD 2012-0034R1 dated 24 September 2015.

ATA 32 – Landing Gear – Nose Landing Gear Retraction Actuator – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus 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 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and

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:

Affected part: Any Nose Landing Gear (NLG) retraction actuator, eligible for installation in accordance with approved Airbus instructions.

Time Between Overhaul (TBO): For an affected part, the interval specified in Table 1 of this AD, counted from, as applicable:



- First flight after manufacturing of the affected part (see Note 1 of this AD); or
- First flight or 90 days after installation of the affected part, whichever occurs first, after accomplishment of last overhaul in accordance with approved Airbus or Safran instructions;

Note 1: For calculation of the starting point of the first TBO for an affected part, refer to the applicable Airbus Maintenance Planning Document (MPD), General Information, MAINTENANCE CLOCK STARTING POINT.

Table 1 – TBO interval

A/C configuration	Interval
Airbus mod 210103, or Airbus SB A330-32-3308 or Airbus SB A340-32-4324 embodied	12 years
Any other configuration	10 years

Serviceable part: An affected part which is new (has not accumulated any landing since its manufacturing); or which has not exceeded the TBO.

A3456 aeroplanes: A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.

The MRBR: Airbus A330 Maintenance Review Board Report (MRBR) Revision 24 or Airbus A340 MRBR Revision 24.

Reason:

An A330 aeroplane experienced an in-flight turn back due to inability to retract the NLG after take-off. The subsequent technical investigations revealed that the NLG retraction actuator eye-end fitting was detached from the retraction actuation rod, that both the eye-end male threads and piston rod female threads were almost completely stripped, and that there was evidence of significant corrosion on these parts. Further investigations have shown that corrosion caused the retraction actuator eye failure.

This condition, if not detected and corrected, could lead to NLG collapse after touchdown, possibly resulting in damage to the aeroplane and injury to the occupants.

Consequently, Airbus issued service bulletin (SB) A330-32-3255 and SB A340-32-4291 providing instructions for overhaul of the affected parts of certain aeroplane models, and EASA issued AD 2012-0034 to require replacement of the affected part with a new or overhauled one.

After that AD was issued, the NLG retraction actuator overhaul tasks were included in Revision 14 of A330 and A340 MRBR, and EASA issued AD 2012-0034R1 to allow replacement of the NLG retraction actuator using the instructions and the compliance times specified in the applicable MRBR tasks.

Since that AD was issued, it has been determined that the Applicability has to be extended to include A3456 aeroplanes.



For the reasons described above, this AD retains the requirements of EASA AD 2012-0034R1, which is superseded, extends the Applicability to include A3456 aeroplanes, and introduces a 3-months tolerance for the TBO.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

- (1) Before an affected part exceeds the TBO, as defined in this AD, replace that affected part with a serviceable part.

Airbus SB A330-32-3255 and SB A340-32-4291, as applicable, provide instructions that are acceptable to comply with this requirement for A330-200/-300 and A340-200/-300 aeroplanes. The applicable Aircraft Maintenance Manual provides instructions that are acceptable to comply with this requirement.

A tolerance of 3 months can be applied to the compliance time specified in this paragraph to allow synchronization of the replacement with other maintenance tasks (for which a noncumulative tolerance is already granted in the applicable Maintenance Manual/MPD), or to cope with unforeseeable operational circumstances.

- (2) For A3456 aeroplanes: If, on the effective date of this AD, the affected part of an aeroplane accumulated more than 10 years and less than 14 years since its first flight since new, or since its last overhaul, whichever occurs later, the replacement of that affected part, as required by paragraph (1) of this AD, can be postponed up to 3 months after the effective date of this AD (see Note 2 of this AD).

Note 2: The 3 months tolerance as specified in paragraph (1) of this AD cannot be applied to replacement of affected parts as required by paragraph (2) and (3) of this AD.

- (3) For A3456 aeroplanes: If, on the effective date of this AD, the affected part accumulated 14 years or more since its first flight since new, or since its last overhaul, whichever occurs later, the replacement of that affected part, as required by paragraph (1) of this AD, can be postponed up to 1 month after the effective date of this AD (see Note 2 of this AD).

Part(s) Installation:

- (4) From the effective date of this AD, it is allowed to install an affected part on an aeroplane provided it is a serviceable part as defined in this AD and, thereafter, it is replaced as required by paragraph (1) of this AD.

Ref. Publications:

Airbus SB A330-32-3255 original issue dated 13 October 2011, revision 01 dated 13 December 2012 and revision 02 dated 19 May 2014.

Airbus SB A340-32-4291 original issue dated 13 October 2011.



Airbus A330 MRBR Revision 24 dated January 2026.

Airbus A340 MRBR Revision 24 dated January 2026.

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 October 2026.
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.

