


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-006</p> <p>Date: 26 January 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>A330 and A340 aeroplanes</p>
<p>TCDS Number : EASA.A.004, EASA.A.015</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 32	Landing Gear – Nose Landing Gear (NLG) – NLG Main Fitting – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330 aeroplanes, models -201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers, except aeroplanes on which Airbus modification 200616 has been embodied in production.</p> <p>Airbus A340 aeroplanes, models -211, -212, -213, -311, -312, and -313, all manufacturer serial numbers, except aeroplanes on which Airbus modification 200616 has been embodied in production.</p>
Reason:	<p>Corrosion has been found on the main fitting of the NLG leg in the vicinity of the dowel pin bushes retaining the lower steering flange on A330/A340 aeroplanes. The majority of parts have been reworked and returned to service.</p> <p>This corrosion, if not avoided, could lead to the NLG main fitting rupture, possibly resulting in a NLG collapse, which would constitute an unsafe condition.</p> <p>In order to maintain the structural integrity of the NLG, this AD requires the accomplishment of a modification which consists in adding primer paint to the cadmium around the dowel bush holes on the main fitting, in order to provide further protection against cadmium degradation.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Before the NLG has accumulated 60 months since its first flight on an aeroplane or since its first flight after its last overhaul, as applicable, or within 24 months after the effective date of this AD, whichever occurs later:</p> <p>Modify the NLG main fitting by adding primer paint to the cadmium around the dowel bush holes, in accordance with the instructions of Airbus Service Bulletin (SB) A330-32-3241 or Airbus SB A340-32-4282, as applicable to aeroplane type.</p>
Ref. Publications:	<p>Airbus Service Bulletin A330-32-3241 at original issue.</p> <p>Airbus Service Bulletin A340-32-4282 at original issue.</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 23 February 2011. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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 – EAL; E-mail: airworthiness.A330-A340@airbus.com