


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0034R1</p> <p>Date: 24 September 2015</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340 aeroplanes</p>
TCDS Numbers:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2012-0034 dated 29 February 2012.
ATA 32	Landing Gear – Nose Landing Gear (NLG) Retraction Actuator – Overhaul
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>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</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN.</p>
Reason:	<p>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.</p> <p>This condition, if not corrected, could lead to NLG collapse after touchdown, possibly resulting in damage to the aeroplane and injury to the occupants.</p> <p>Consequently, EASA issued AD 2012-0034 to require replacement of the NLG retraction actuator with a new or overhauled actuator. That AD also defined the Time Between Overhaul (TBO) for the NLG retraction actuator to be 10 years.</p>

	<p>Since that AD was issued, the NLG retraction actuator overhaul tasks were included in Revision 14 of A330 and A340 Maintenance Review Board Report (MRBR) (hereafter referred to as “the applicable MRBR” in this AD).</p> <p>For the reason described above, this AD is revised to allow replacement of the NLG retraction actuator using the instructions and the compliance times specified in the applicable MRBR task.</p>											
Effective Date:	Revision 1: 01 October 2015 Original issue: 14 March 2012											
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time indicated in Table 1 of this AD, and, thereafter, at intervals not to exceed 10 years (TBO) or within the compliance times specified in the applicable MRBR, replace the NLG retraction actuator with a new or overhauled part in accordance with the instructions of Airbus Service Bulletin (SB) A330-32-3255 or SB A340-32-4291, as applicable to aeroplane type, or in accordance with the instructions of the applicable MRBR (Maintenance Significant Item 32.21.00).</p> <p style="text-align: center;">Table 1 - Initial NLG Retraction Actuator overhaul</p> <table><tr><th colspan="3">Compliance Time (whichever occurs later, A or B)</th></tr><tr><td>A</td><td colspan="2">Before exceeding 10 years by the NLG retraction actuator since its first flight on an aeroplane, or since its first flight following its last overhaul, or within the compliance times specified in the applicable MRBR</td></tr><tr><td rowspan="2">B</td><td>If, on 14 March 2012 [the effective date of this AD at original issue], the NLG retraction actuator has accumulated more than 8 years and less than 14 years since its first flight on an aeroplane</td><td>Within 24 months after 14 March 2012 [the effective date of this AD at original issue] without exceeding 15 years since the NLG retraction actuator first flight on an aeroplane</td></tr><tr><td>If, on 14 March 2012 [the effective date of this AD at original issue], the NLG retraction actuator has accumulated 14 years or more since its first flight on an aeroplane</td><td>Within 12 months after 14 March 2012 [the effective date of this AD at original issue]</td></tr></table> <p>(2) After 14 March 2012 [the effective date of this AD at original issue], do not install on an aeroplane any NLG retraction actuator, unless in compliance with the requirements of this AD.</p>	Compliance Time (whichever occurs later, A or B)			A	Before exceeding 10 years by the NLG retraction actuator since its first flight on an aeroplane, or since its first flight following its last overhaul, or within the compliance times specified in the applicable MRBR		B	If, on 14 March 2012 [the effective date of this AD at original issue], the NLG retraction actuator has accumulated more than 8 years and less than 14 years since its first flight on an aeroplane	Within 24 months after 14 March 2012 [the effective date of this AD at original issue] without exceeding 15 years since the NLG retraction actuator first flight on an aeroplane	If, on 14 March 2012 [the effective date of this AD at original issue], the NLG retraction actuator has accumulated 14 years or more since its first flight on an aeroplane	Within 12 months after 14 March 2012 [the effective date of this AD at original issue]
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Ref. Publications :	<p>Airbus SB A330-32-3255 original issue, dated 13 October 2011.</p> <p>Airbus SB A340-32-4291 original issue, dated 13 October 2011.</p> <p>Airbus A330 MRBR at Revision 14, published in June 2013.</p> <p>Airbus A340 MRBR at Revision 14, published in June 2013.</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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The original issue of this AD was posted on 30 January 2012 as PAD 12-005 for consultation until 27 February 2012. No comments were received during the consultation period.3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS –Airworthiness Office – EIAL, E- mail: airworthiness.A330-A340@airbus.com.
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