


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<b>PAD No.: 12-005</b>  <b>Date: 30 January 2012</b>  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.	
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.		
<b>Type Approval Holder's Name :</b> AIRBUS		<b>Type/Model designation(s) :</b> A330 and A340-200/-300 aeroplanes
TCDS Number : EASA.A.004, EASA A.015		
Foreign AD : Not applicable		
Supersedure : None		
<b>ATA 32</b>	<b>Landing Gear – Nose Landing Gear (NLG) Retraction Actuator– Overhaul</b>	
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 and A340-313 aeroplanes, all MSN.	
Reason:	An A330 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 corrected, could lead to NLG collapse after touchdown, potentially resulting in damage to the aeroplane and injury to its occupants.  For the reasons described above, this AD requires accomplishment of an overhaul of the NLG retraction actuator. This AD also defines the Time Between Overhaul (TBO) for the NLG retraction actuator to be 10 years.	
Effective Date:	[TBD: 14 days after final AD issue date]	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time indicated in Table 1 of this AD, whichever of A or B occurs later, and thereafter at intervals not to exceed 10 years (TBO), perform an overhaul of the NLG retraction actuator in accordance with the instructions of Airbus Service Bulletin (SB) A330-32-3255 or SB A340-32-4291, as applicable to aeroplane type.</p> <p style="text-align: center;"><b>Table 1 - Initial NLG Retraction Actuator overhaul</b></p> <table border="1" data-bbox="579 432 1377 1086"> <tr> <th data-bbox="579 432 655 495"></th><th colspan="2" data-bbox="655 432 1377 495">Compliance Time</th></tr> <tr> <td data-bbox="579 495 655 622">A</td><td colspan="2" data-bbox="655 495 1377 622">Upon accumulation of 10 years by the NLG retraction actuator from its first flight on an aeroplane or from its first flight following its last overhaul</td></tr> <tr> <td data-bbox="579 622 655 869" rowspan="2">B</td><td data-bbox="655 622 1002 869">If, on the effective date of this AD, the NLG retraction actuator has accumulated more than 8 years and less than 14 years from its first flight on an aeroplane</td><td data-bbox="1002 622 1377 869">Within 24 months after the effective date of this AD without exceeding 15 years from the NLG retraction actuator first flight on an aeroplane</td></tr> <tr> <td data-bbox="655 869 1002 1086">If, on the effective date of this AD, the NLG retraction actuator has accumulated 14 years or more from its first flight on an aeroplane</td><td data-bbox="1002 869 1377 1086">Within 12 months after the effective date of this AD</td></tr> </table> <p>(2) After the effective date of this AD, do not install on aeroplane any NLG retraction actuator, unless in compliance with the requirements of this AD.</p>		Compliance Time		A	Upon accumulation of 10 years by the NLG retraction actuator from its first flight on an aeroplane or from its first flight following its last overhaul		B	If, on the effective date of this AD, the NLG retraction actuator has accumulated more than 8 years and less than 14 years from its first flight on an aeroplane	Within 24 months after the effective date of this AD without exceeding 15 years from the NLG retraction actuator first flight on an aeroplane	If, on the effective date of this AD, the NLG retraction actuator has accumulated 14 years or more from its first flight on an aeroplane	Within 12 months after the effective date of this AD
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<p>Ref. Publications :</p>	<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>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>											
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 27 February 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS –Airworthiness Office – EIAL, E- mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a></li> </ol>											