


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2012-0034</b>  <b>Date: 29 February 2012</b>  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.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
<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:	<p>An A330 aeroplane experienced an in-flight turn back due to inability to retract the NLG after take-off.</p> <p>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, potentially resulting in damage to the aeroplane and injury to its occupants.</p> <p>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.</p>
Effective Date:	14 March 2012

<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"> <thead> <tr> <th></th><th colspan="2">Compliance Time</th></tr> </thead> <tbody> <tr> <td>A</td><td colspan="2">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 rowspan="2">B</td><td>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>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>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>Within 12 months after the effective date of this AD</td></tr> </tbody> </table> <p>(2) After the effective date of this AD, do not install on an 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>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>Enquiries regarding this AD 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>For any question concerning the technical content of the requirements in this AD, 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>											