


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0201R1</b></p> <p><b>Date: 09 March 2012</b></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 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].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A340-500/-600 aeroplanes</p>
<p>TCDS Number : EASA.A.015</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises EASA AD 2008-0201 dated 13 November 2008.</p>	
<b>ATA 53</b>	<b>Fuselage – Nose Landing Gear Actuator Fitting – Inspection</b>
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A340–541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers except those on which Airbus modification 58113S19492 has been embodied in production.
Reason:	<p>Following a refined Finite Element Model (FEM) analysis of the Nose Landing Gear (NLG) actuator fitting installed on the roof panel of the NLG box of all A340-500/-600 aeroplanes, it has been demonstrated that potential fatigue cracks can be initiated on the NLG actuator fitting flanges.</p> <p>This situation, if not corrected, could lead to uncommanded extension of the NLG which could adversely affect the aeroplane continued safe flight or failure to retract the NLG which, in combination with an engine failure, could adversely affect the aeroplane safe take off.</p> <p>To prevent such event, this AD requires High Frequency Eddy Current (HFEC) inspections and detailed visual inspections on the NLG Actuator fitting to detect any crack and, in case of finding, mandates the relevant corrective actions.</p> <p>This AD is revised to introduce a new reinforced NLG Actuator fitting as an optional terminating action. In addition, some editorial changes have been introduced.</p>
Effective Date:	<p>Original issue : 27 November 2008</p> <p>Revision 1 : 23 March 2012</p>

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> <li>(1) Perform a HFEC inspection on fitting flanges and a detailed visual inspection of the NLG Actuator overall fitting in accordance with instructions defined in AIRBUS Service Bulletin (SB) A340-53-5045:  <u>For Weight Variant (WV) 00x Series:</u> Before accumulating 3 920 total flight cycles (FC) from the first flight of the aeroplane.  <u>For WV10x Series:</u> Before accumulating 3 020 total FC from the first flight of the aeroplane.</li> <li>(2) Thereafter, repeat the inspections required by paragraph (1) of this AD at intervals not to exceed:  <u>For WV00x Series:</u> 1 320 FC.  <u>For WV10x Series:</u> 2 690 FC.</li> <li>(3) If any crack is detected during the inspections required by paragraph (1) or (2) of this AD, before next flight, contact AIRBUS to obtain the necessary approved instructions for corrective action and accomplish those instructions accordingly.</li> <li>(4) Modification of NLG Actuator fitting in accordance with the accomplishment instructions of Airbus SB A340-53-5051 at original issue or Revision 01 constitutes terminating action for the repetitive requirements of this AD for that NLG actuator fitting.</li> </ol>
<p>Ref. Publications:</p>	<p>AIRBUS Service Bulletin A340-53-5045 at original issue.</p> <p>AIRBUS Service Bulletin A340-53-5051 at original issue dated 17 February 2011 or Revision 01 dated 02 August 2011.</p> <p>The use of later approved revision 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. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 10 October 2008 as PAD 08-116 for consultation until 07 November 2008. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. 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>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office - EIAL; Fax: +33 5 61 93 45 80.</li> </ol>