

# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2000-015-132(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A340 aircraft

Main Landing Gear (MLG) - Inspection of the retraction link (ATA 32)

#### APPLICABILITY:

Airbus A340 aircraft certified in all Models, all Manufacturer Serial Numbers.

#### REASONS:

This Airworthiness Directive is resulting from a recent in-service occurrence where it was reported the rupture of the left hand (LH) Main Landing Gear (MLG) retraction link. This occurred at a gear down selection on an A330 aircraft.

Laboratory investigation on the retraction link showed that the internal face of the bore of the retraction link was heavily corroded.

If the unsafe condition has not been rectified and the retraction link ruptures, the undamped lowering and shock loading of components could result in compromising structural integrity and possible MLG collapse.

#### ACTIONS:

The following actions are rendered mandatory:

- 1.1. Unless already accomplished, at the latest within 36 months for retraction links that have been in-service since new or 2 months from the effective date of this Airworthiness Directive whichever occurs latter inspect the retraction link of the LH and RH Main Landing Gear (MLG) in accordance with the instructions given in AIRBUS INDUSTRIE Service Bulletin A340-32-4148.
- 1.2. Depending upon the corrosion measured in accordance with the inspection, replace if necessary the corroded parts in accordance with the instructions of MESSIER DOWTY Service Bulletin A33/34-32-151 or A33/34-32-152 and in accordance with the instructions given in SB A340-32-4148.

2. Repeat the inspection required in 1.1. in accordance with the instructions of BS A340-32-4148 at the latest every 6 months. In case of replacement of the link, the next inspection of the replaced link will be done before reaching 36 months in service since new. This inspection will be then repeated at intervals not exceeding 6 months until the next replacement.

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REF. : MESSIER DOWTY Service Bulletins A33/34-32-151 or A33/34-32-152  
AIRBUS INDUSTRIE Service Bulletin A340-32-4148  
(or any other later approved revision)

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**EFFECTIVE DATE : JANUARY 22, 2000**