

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. : 2002-641(B) R1
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A340-500/-600 aircraft

Center Landing Gear -
Life limits/Monitored parts - MPD Section 9-1 (ATA 05, 32)

1. APPLICABILITY:

AIRBUS A340 aircraft, -541 and -642 models, all serial numbers.

2. REASONS:

In November 2002, a failure occurred during the fatigue test of the A340-500/-600 aircraft Center Landing Gear (CLG). The CLG fractured in the lower region of the main fitting.

Investigation has revealed a fatigue crack initiation located in the main fitting torque link attachment lugs of the CLG. This fatigue crack resulted from a high stress in the main fitting during torsional loading at max ramp weight.

It was determined that all A340-500/-600 CLG of any standard are affected.

This condition, if not corrected, could ultimately lead to a CLG failure.

The aim of this Airworthiness Directive (AD) was to supersede and to restrict the life limitations given in the AIRBUS A340 Maintenance Planning Document (MPD) Section 9-1 Revision 02, for the CLG parts as listed in the AIRBUS A340 MPD Section 9-1-3, except for the retraction actuator parts.

Reasons for Revision 1:

With the exceptions of the main fittings PN 50-1105001-51 and 50-1105001-52, the results of the on-going fatigue test allow the use of the CLG parts listed in the A340 MPD Section 9-1 Revision 02 up to 5,000 flight hours or 850 landings (from entry into service of the parts, whichever of the two limits occurs first). This Revision 1 introduces also a temporary life limitation applicable to the new strengthened CLG main fitting PN 50-1105236-01 introduced by the means of the AIRBUS modification 51190 in production or the AIRBUS Service Bulletin A340-32-5011 in service.

3. COMPLIANCE:

The following measures are rendered mandatory from the effective date of this AD at original issue:

To prevent the failure of the A340-500/-600 CLG resulting from fatigue crack propagation, replace:

- a) The CLG main fitting, at or prior to the following limits from the part's entry into service, whichever of the two limits occurs first:

AIRBUS modification	CLG main fitting PN	Life limitations	
		Flight Hours	Landings
Baseline	50-1105001-51	3,100	465
50275	50-1105001-52	3,100	465
51190	50-1105236-01	5,000	850

- b) The other parts of the A340-500/-600 CLG, in accordance with the instructions given in the Section 9-1-3 of AIRBUS A340 MPD Section 9-1 Revision 02.

Note: The life limitation applicable to the CLG main fitting PN 50-1105001-51 and -52 is due to the failure during the fatigue test and will not evolve.

For all the other parts of the A340-500/-600 CLG listed in the AIRBUS A340 MPD Section 9-1 Revision 02 and the CLG main fitting PN 50-1105236-01, the life limitation of 5,000 Flight Hours/850 landings is the demonstrated fatigue life without failure. For these parts, the life quoted is temporary and will be increased in accordance with the on-going fatigue test.

REF.: AIRBUS A340 MPD Section 9-1 Revision 02 approved on November 04, 2002.

This Revision 1 replaces original AD 2002-641(B) dated December 24, 2002.

EFFECTIVE DATES :

Original issue : JANUARY 04, 2003

Revision 1 : APRIL 26, 2003