

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. : 2002-265(B) R2
In case of any difficulty, reference should be made to the French original issue.**

AIRBUS

A340 aircraft

Landing gear - Seizure of shortening mechanism (ATA 32)

1. APPLICABILITY:

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and 313, all serial numbers that are in-service for more than six months at the effective date of this Airworthiness Directive (AD), at original issue.

Note : Aircraft that have been in service less than 6 months, and aircraft that had not yet been delivered, at the date of May 25, 2002, are not affected by this AD.

2. REASONS:

On approach and after landing gear extension, an A330 crew reported an "LG LH LENGTHENING FAULT" ECAM warning message and an ADVISORY message to keep the landing gear extension/retraction lever down.

After landing, the LH main landing gear strut was found completely compressed.

Investigations found that the shortening mechanism (SM) proximity sensor was not in the correct position due to a failure of the connecting link, where a bolt was found loose inside the main fitting. In addition, corrosion was found on the "Non-nickel Underchrome" SM8 pin of the shortening mechanism, which caused it to be seized in the SM upper link, although it remained free to rotate in the lower link, thus leading to a failure in the pin retention locking device. This caused the LH landing gear to be locked down but not locked long.

In the event of a simultaneous occurrence of a loss of green hydraulic power, the free fall mechanism of the landing gear could become inoperative.

The aim of this AD is to require a one-time visual inspection of the shortening mechanism pin assembly and the lubrication of the upper and lower SM link of the shortening mechanism.

The aim of the Revision 1 is to exclude of the applicability paragraph the model A340-642 recently certified and equipped with a different shortening mechanism.

The aim of this Revision 2 is to add a note in applicability paragraph in order to clarify the applicability of this AD.

3. COMPLIANCE:

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

Unless already previously accomplished, within 700 flight hours and not later than 8 weeks following the effective date of this AD at original issue, whichever comes first:

- 3.1.** Perform the lubrication of the upper and lower SM link of the landing gear shortening mechanism and apply any corrective actions, if required, in accordance with the instructions of AIRBUS AOT A340-32A4189 paragraphs 4.2.1. and 4.3.
- 3.2.** For aircraft on which AIRBUS modification 46904 has not been embodied in production (AIRBUS Service Bulletin A340-32-4134), perform a visual inspection of SM8 pin end caps and apply any corrective measures if required, in accordance with the instructions of AIRBUS AOT A340-32A4189 paragraphs 4.2.2. and 4.3.

REF.: AIRBUS ALL OPERATORS TELEX A340-32A4189 dated March 26, 2002.

This Revision 2 replaces AD 2002-265(B) R1 dated July 24, 2002.

EFFECTIVE DATES :

Original AD : MAY 25, 2002
Revision 1 : AUGUST 03, 2002
Revision 2 : JANUARY 18, 2003