	AIRWORTHINESS DIRECTIVE No F-2004-084	Distribution: B	Issue date: June 23, 2004	Page : 1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="checked" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	<p align="center">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: UF-2004-084		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A330, A340-200/-300 aircraft		
Type certificate(s) No. A.004, 183 TCDS No A.004, 183				
ATA chapter: 32	Subject: Landing gear - Inspection of main landing gear retraction actuator lower pin (P-Pin)			

1. EFFECTIVITY:

AIRBUS A330-200, A330-300, A340-200 and A340-300 aircraft, all certified models and all serial numbers, equipped with main landing gear (MLG) retraction actuator lower pin(s) (P-Pin) part number (PN) 201275602.

This Airworthiness Directive (AD) is also applicable to MLG P-Pins PN 201275602 held as spares.

No action is required by this AD on the aircraft, on which AIRBUS modification 46903 (install PN 201478612) in production or AIRBUS Service Bulletin (SB) A330-32-3096 or A340-32-4135 in service have been embodied.


2. REASONS:

A P-Pin PN 201275602 connecting the lower end of the retraction actuator to the main fitting was found fractured upon removal during MLG overhaul.

Investigation concluded that the crack which caused fracture initiated from the centre grease hole of the P-Pin. In this case, the centre grease hole was machined in an incorrect position, 90° from its normal position.

This failure and possibly resulting migration of the P-Pin may lead to an undamped extension of the landing gear. Upon fully extending the landing gear would be submitted to high loads possibly compromising its structural integrity.

This AD requires one time visual inspection in order to detect and replace incorrectly manufactured P-Pins.

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3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

Unless already accomplished,

- 3.1.** Within 100 Flight Cycles or 3 months following the effective date of this AD, whichever occurs first, visually inspect P-Pins PN 201275602, either fitted on aircraft MLG's or spare units, in order to check for correct positions of the grease holes in accordance with AIRBUS AOT A330-32A3181 or AOT A340-32A4224.

Report the inspection results to Messier-Dowty using the pro-forma contained in the VSB MD-L SB A33/34-32-229 referenced in the AOT.

- 3.2.** If during this visual inspection the P-Pin is found fractured, it must be replaced before next flight. Whenever a replacement P-Pin PN 201275602 is used, examine it for the correct positions of the grease holes.

- 3.3.** If the positions of the grease holes are not correct:

3.3.1. Replace the Ppin within 800 Flight Hours following the visual inspection for grease holes positions checking. Whenever a replacement P-Pin PN 201275602 is used, examine it for the correct positions of the grease holes.

3.3.2. Pending replacement of the P-Pin, perform a daily external visual inspection of the P-Pin in order to check for pin migration.

3.3.3. If a migration is found during the daily external visual inspection, the P-Pin must be replaced before next flight. Whenever a replacement P-Pin PN 201275602 is used, examine it for the correct positions of the grease holes.

4. **REFERENCE PUBLICATIONS:**

AIRBUS All Operator Telex AOT A330-32A3181 of May 27, 2004
AIRBUS All Operator Telex AOT A340-32A4224 of May 27, 2004
(Any later approved revision of these AOTs is acceptable).

5. **EFFECTIVE DATE:**

Upon receipt of the emergency AD issued on June 08, 2004.

6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Gérard MEUREY - Fax : 33 5 61 93 45 80.

7. **APPROVAL:**

This AD is approved under EASA reference No 2004-6110 dated June 08, 2004.