	AIRWORTHINESS DIRECTIVE No F-2004-100	Distribution: B	Issue date: July 07, 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: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A330 and 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 wheel axles			

1. **EFFECTIVITY:**

AIRBUS A330-200, A330-300, A340-200 and A340-300 aircraft, all certified models, all serial numbers, equipped with main landing gear (MLG) axles PN 201272608, PN 201272638, PN 201272644 or PN 201272649 which were either :

- manufactured before December 20, 1994, pre and post overhaul,
- or,
- manufactured after December 20, 1994, and subsequently overhauled or repaired with one or more chrome journals re-worked by stripping, application and grinding.

2. **REASONS:**

This Airworthiness Directive (AD) is published subsequent to an in-service fracture of an A340-300 right hand (RH) MLG forward wheel axle, reported by an AIRBUS operator.


The investigation of the axle has demonstrated that corroded cracks caused the fracture. Cracks were generated by overheat damage to the axle base metal which resulted from abusive grinding of the chrome plate. This abuse was introduced during original manufacture and therefore the cracks were in existence before overhaul but were not detected during the overhaul.

Propagation of the cracks occurred rapidly by stress corrosion.

This situation, if not corrected, may lead to a hazardous situation during some phases of the flight.

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

In order to detect abuse grinding of the chrome and signs of overheating on the metallic base of the MLG wheel axles, the following measures are rendered mandatory on the effective date of this AD :

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For A340 aircraft:

- before August 1st, 2005,

For A330 aircraft:

- before August 1st, 2005, for axles manufactured before December 20, 1994, and not yet overhauled,
- before February 1st, 2005, for all other axles affected by this AD.

3.1. Remove the axles identified in paragraph 1 above.

3.2. Inspect the axles in accordance with the instructions of paragraph 4.2.2 of AOT A330-32A3176 R1 or A340-32A4218 R1.

Note: provide the manufacturer with the operating data of axles removed as indicated in paragraph 4.2.1 of AOT A330-32A3176 R1 or A340-32A4218 R1.

4. DOCUMENTS DE REFERENCE:

AIRBUS All Operator Telex AOT A330-32A3176 R1 of April 19, 2004.
AIRBUS All Operator Telex AOT A340-32A4218 R1 of April 19, 2004.
(Any later approved revision of these AOTs is acceptable).

5. EFFECTIVE DATE:

July 17, 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 2004-7027 dated June 29, 2004.