

| EASA | AIRWORTHINESS DIRECTIVE | |
|--|---|--|
|  | AD No.: 2008-0117 | |
| | Date: 23 June 2008 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation. | |
| This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption]. | | |
| Type Approval Holder's Name : AIRBUS | Type/Model designation(s) : A340-500/-600 aircraft | |
| TCDS Number : EASA A.015 | | |
| Foreign AD : Not applicable | | |
| Supersedure : None | | |
| ATA 32 | Landing Gear Main Landing Gear (MLG) Lower Articulation Link Frangibility Harness Restraints for Route 2M - Modification | |
| Manufacturer : AIRBUS (formerly AIRBUS INDUSTRIE) | | |
| Applicability : AIRBUS A340 aircraft, models -541, -542, -642 and -643, all serial numbers on which AIRBUS modification 54125 has been embodied in production on both the Left Hand (LH) and Right Hand (RH) MLG or AIRBUS Service Bulletin (SB) A340-32-5057 has been embodied in service on both LH and RH MLG, except those on which AIRBUS modification 57842 or 57843 or 57993 on either the LH and/or RH MLG have/has been embodied in production or SB A340-32A5089 has been embodied in service. | | |
| Reason: | <p>The results of the drop test conducted by the MLG manufacturer Messier-Dowty on the Lower Articulation Link (LAL), embodied with AIRBUS modification 54125/SB A340-32-5057, have shown an under-dimensioning of the part.</p> <p>Modification 54125/SB A340-32-5057 introduced a reduced strength lower articulation link specifically designed to yield (extend in length) under hard landing conditions, giving an indication of MLG limit loads being exceeded.</p> <p>Route 2M Electrical harnesses are attached to the MLG lower Articulation Links which transmit notably information from MLG front wheels tachometers, tire pressure transducers and bogie beam position.</p> <p>If the lower articulation link fractures following a severe hard landing, then the 2M harness which is routed down the link can be ruptured. If both the LH and RH 2M harnesses are ruptured, it would result in the aircraft defaulting to a "flight condition" rather than "ground condition". This would</p> | |

| | |
|--|--|
| | <p>prevent the thrust reverser deployment, which could constitute an unsafe condition.</p> <p>In order to protect the integrity of the 2M harness in the event of LAL failure, this Airworthiness Directive (AD) requires an interim modification to allow the release of the 2M harness from the LAL by new frangible harness restraints/mounts on the LAL on aircraft fitted with lower articulation links embodying modification 54125/SB A340-32-5057 on both LH and RH MLG.</p> <p>Further mandatory actions are expected when the final fix (redesigned LAL) will be available to restore an ultimate load capability in accordance with certification requirements.</p> |
| Effective Date: | 07 July 2008 |
| Required action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p>Not later than 31 August 2008, modify the 2M harness restraints/mounts on the Lower Articulation Link for both LH and RH MLG, in accordance with instructions given in AIRBUS SB A340-32A5089.</p> |
| Ref. Publications: | <p>AIRBUS Service Bulletin A340-32A5089 at original issue, dated 10 June 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> |
| Remarks : | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the task allow time have granted the issuance of a Final AD with the request for Comments postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements of this AD, please contact: AIRBUS – Airworthiness Office – EAL. E-mail: airworthiness.A330-A340@airbus.com. |