

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0061R1</p> <p>Date: 26 March 2009</p> <p>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.</p>
<p>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 AD. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, 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].</p>	
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A340-500/-600 aeroplanes</p>
<p>TCDS Number : EASA.A.015</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises EASA AD 2009-0061 dated 12 March 2009</p>	
ATA 32	Landing Gear - Main Landing Gear (MLG) Lower Articulation Link – Replacement
<p>Manufacturer(s): AIRBUS (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability: AIRBUS A340 models -541, -542, -642 and -643 aeroplanes, all serial numbers, except those on which AIRBUS modification 58325 has been embodied in production on both the Left Hand (LH) and Right Hand (RH) MLG.</p>	
<p>Reason:</p> <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 / Service Bulletin (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 notably transmit 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 aeroplane defaulting to a "flight condition" rather than "ground condition". This would prevent 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, EASA AD 2008-0117 required an interim modification to allow the release of the 2M harness from the LAL by new frangible harness restraints/mounts on the LAL on aeroplanes fitted with lower articulation links embodying modification 54125 / SB A340-32-5057 on both LH and RH MLG, with compliance time limit at 31 August 2008.</p> <p>A new standard of LAL is now available to restore an ultimate load capability which is considered as a final fix. In order to comply with the certification requirements, this AD, which supersedes AD 2008-0117, requires:</p> <ul style="list-style-type: none"> • installation of this redesigned LAL, • extension of the applicability to the aeroplanes in pre-modification 54125 / SB A340-32-5057 configuration to restore the full fatigue life and • removal of the frangible harness restraints/mounts required by AD 2008-0117. <p>This Revision 1 is issued to delete the incorrectly mentioned modifications 57842, 57843 and 57993 from the AD Required action and Compliance Time section.</p>
Effective Date:	26 March 2009
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 24 months from the effective date of this AD, replace the LH and RH MLG Lower Articulation Links and remove the frangible harness restraints/mounts, if installed on the LAL, in accordance with the instructions given in AIRBUS SB A340-32-5094.</p>
Ref. Publications:	<p>AIRBUS Service Bulletin A340-32-5094 at original issue, dated 15 December 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. This AD was published on 29 January 2009 as PAD 09-026 for consultation until 27 February 2009. No comments were received during the consultation period. 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 in this AD, please contact: AIRBUS – Airworthiness Office – EAL. Fax: +33 5 61 93 45 80 or + 33 5 61 93 44 51. E- mail: airworthiness.A330-A340@airbus.com.