


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0247</b></p> <p><b>Date: 17 November 2014</b></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 EU 748/2012, Part 21.A.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 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><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A340-500/-600 aeroplanes</p>
TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 52</b>	<b>Doors – Centreline Gear Main Doors Forward Hinge Fitting Assembly – Inspection / Replacement</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340-541, A340-542 , A340-642 and A340-643 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 55822 has been embodied in production.
Reason:	<p>An operator experienced an In Flight Turn Back due to “CLG DOORS NOT CLOSED” and “L/G NOT UNLOCKED” warning displayed on Electronic Centralized Aircraft Monitoring (ECAM) after take-off when Centreline Gear (CLG) was up, on an A340-600 aeroplane in pre-mod 55822 configuration.</p> <p>After a safe landing, an inspection identified that the Right Hand Main CLG Door Actuator Hinge Fitting was found with a broken lug, damage was also observed on the maintenance door assembly and the main wheel assembly and the shouldered bush had migrated out of position and was subsequently lost. The investigation concluded that this loss was due to the fact that this configuration is fitted with a washer, which has the same external diameter as the internal diameter of the shouldered bush. Loss of a shouldered bush from a fitting lug could lead to an early failure of the opposite lug and subsequent in-flight loss of the pin axis assembly. The CLG door will then be free to move due to actuator disconnection.</p> <p>This condition, if not detected and corrected, could lead during landing, at maximum speed, to contact between an open CLG door and CLG tire(s), possibly resulting in tire burst and consequent tyre debris penetration into the CLG bay, damage to the aeroplane and to injury to occupants.</p> <p>Prompted by these findings, Airbus issued Alert Operators Transmission (AOT)</p>

	<p>A52L008-14 to provide inspection instructions. This AOT was re-issued to introduce an additional corrective action (repair of the affected hinge fitting) in case of bush migration further than the fitting lug mid-thickness or complete loss, to allow the operators to postpone the hinge fitting replacement. For the reasons described above, this AD requires a one-time Detailed Inspection (DET) of the main CLG door actuator hinge fitting to check for the shouldered bush migration, replacement of Airbus pre-mod 55822 washers with post-mod washers and, depending on findings, accomplishment of applicable corrective actions.</p>
Effective Date:	01 December 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 3 months after the effective date of this AD, accomplish a DET of the Left Hand and Right Hand main CLG door actuator hinge fittings in accordance with the instructions of Airbus AOT A52L008-14 Revision 01.</li> <li>(2) If, during the DET as required by paragraph (1) of this AD, no discrepancy (as defined in Airbus AOT A52L008-14 Revision 01) is detected, before next flight, replace the washers with post-mod 55822 washers in accordance with the instructions of Airbus AOT A52L008-14 Revision 01.</li> <li>(3) If, during the DET as required by paragraph (1) of this AD, a discrepancy (as defined in Airbus AOT A52L008-14 Revision 01) is detected, before next flight, accomplish, depending on discrepancies, the applicable corrective actions (replacement of washer, bush, hinge fitting and/or pin assembly inspection/replacement or hinge fitting repair and subsequent replacement) in accordance with the instructions of Airbus AOT A52L008-14 Revision 01.</li> <li>(4) Aeroplanes that have already been inspected and corrected (post-mod 55822 washers installed), before the effective date of this AD, in accordance with the instructions of Airbus AOT A52L008-14 at original issue, are compliant with the requirements of paragraph (1) and, (2) or (3), as applicable, of this AD.</li> </ol>
Ref. Publications:	<p>Airbus AOT A52L008-14 dated 28 May 2014 or Revision 01 dated 28 August 2014.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>