


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	PAD No.: 07 - 195	
	Date: 31 October 2007	
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.		
Type Approval Holder's Name : AIRBUS SAS		Type/Model designation(s) : Aircraft A340-500 series
TCDS Number: EASA A.015		
Foreign AD : Not applicable		
Supersedure : None		
ATA 32	Landing Gear – Center Landing Gear (CLG) – Bogie Pivot Pin and Torque Link Apex Pin - Replacement	
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)	
Applicability:	<p>AIRBUS aircraft A340-500 series, all certified models, all serial numbers except those on which both AIRBUS modifications 56428 and 56429 have been embodied in production or AIRBUS Service Bulletin (SB) A340-32-5084 has been embodied in service.</p> <p>This applicability is established considering that the aircraft have not been subject to any replacement of the Center Landing Gear (CLG) unit since delivery or SB A340-32-5084 embodiment. It is the responsibility of the operator to check that its aircraft is in compliance with the present Airworthiness Directive (AD).</p>	
Reason:	<p>The A340-500 CLG is designed with various crashworthiness structural "fuses" fitted in order to achieve safe separation of the CLG under overload without rupturing the Rear Center Tank (RCT).</p> <p>During the certification of A340-500 Weight Variant (WV) 101, it was discovered by test that Torque Link Apex Pins (TLAP) of the CLG had a static strength greater than predicted by the analysis method used for A340-500 WV00X certification.</p> <p>In case of overload landing, the over-strength fuses, particularly the TLAP and Bogie Pivot Pin (BPP) fitted to the CLG of A340-500 aircraft, could lead to rupture the RCT resulting on a non-compliance with crashworthiness certification requirements.</p>	

	<p>In order to ensure correct rupture loads and fulfil the crashworthiness certification requirements, this AD mandates the replacement of the following structural “fuses” of A340-500 CLG with increased internal diameters in the critical fuse sections to reduce the static strength:</p> <ul style="list-style-type: none"> - the torque-link apex pin, and - the bogie pivot pin.
Effective Date:	Proposed 14 days after final AD issue date
Compliance:	<p>Required as indicated, unless already accomplished :</p> <ol style="list-style-type: none"> 1. No later than 1st February 2009, replace : <ul style="list-style-type: none"> - the CLG bogie pivot pin and - the CLG torque-link apex pin, <p>in accordance with the instructions given in SB A340-32-5084.</p> 2. <u>Spare parts:</u> <p>After 1st February 2009, no person shall install the CLG bogie pivot pin unit and the CLG torque-link apex pin unit, as a replacement part on aircraft unless they have been modified in accordance with the instructions given in SB A340-32-5084.</p>
Ref. Publications:	AIRBUS Service Bulletin A340-32-5084 original issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. Closing date for comments is 15 November 2007. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - 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 SAS –Airworthiness Office – EAL E- mail: airworthiness.A330-A340@airbus.com .