



## Airworthiness Directive

**AD No.:** 2019-0226

**Issued:** 11 September 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A340 aeroplanes

**Effective Date:** 25 September 2019

**TCDS Number(s):** EASA.A.015

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Centre Landing Gear Wheel Axle – Replacement

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### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers (MSN).

### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** Centre landing gear (CLG) wheel axles, having Part Number (P/N) 55-1107065-00, or P/N 55-1107069-00, and a serial number as specified in Appendix 1 of this AD.

**Serviceable part:** A CLG wheel axle which is not an affected part.

**The SB:** SAFRAN Messier-Bugatti-Dowty Service Bulletin (SB) A34/56C-32-065.

**Groups:** Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.



**Reason:**

During a CLG overhaul, corrosion was found on a wheel axle in the wheel interface area underneath chrome that appeared undamaged. Investigation determined the most likely cause to have been non-systematic stripping of chrome during overhaul, due to insufficient Non-Destructive Testing (NDT) application. A specific batch of affected parts was identified that has been subject to this inappropriate NDT/overhaul process.

This condition, if not corrected, could lead to wheel axle failure, possibly resulting in damage to the aeroplane and injury to occupants.

SAFRAN issued the SB to provide replacement instructions.

For the reasons described above, this AD requires replacement of the affected parts with serviceable parts.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) For Group 1 aeroplanes: Within 6 years after the last known overhaul date as specified in Appendix 1 of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.

**Part Installation:**

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

**Ref. Publications:**

SAFRAN Messier-Bugatti-Dowty SB A34/56C-32-065 Revision 1 dated 02 September 2009.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 01 August 2019 as PAD 19-151 for consultation until 29 August 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on



a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

#### Appendix 1 – Affected parts (CLG wheel axle)

P/N	s/n	Last Known Overhaul	Installed on aeroplane MSN
55-1107065-00	08B0041X2	October 2014	606
55-1107065-00	SER6286/03	April 2015	619
55-1107065-00	SER6287/03	April 2015	619
55-1107065-00	SER6365/03	September 2015	702
55-1107065-00	B10-1	September 2015	702
55-1107065-00	SER320/04	August 2015	753
55-1107065-00	SER322/04	August 2015	753
55-1107065-00	SER113/04	October 2015	764
55-1107065-00	08B0041X1	February 2016	744
55-1107065-00	SER117/04	December 2015	765
55-1107065-00	B15-2	December 2015	748
55-1107069-00	B2-2	May 2016	740
55-1107065-00	B26-1	June 2016	761

Note: The column 'Installed on aeroplane MSN' of above Table is for information only as it cannot be excluded that an affected part was moved from an aeroplane onto another aeroplane.

