


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0211</b></p> <p><b>Date: 31 October 2011</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 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].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A330 and A340 aeroplanes</p>
TCDS Number :	EASA.A.004, EASA.A.015
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2008-0223 dated 15 December 2008.
<b>ATA 32</b>	<b>Landing Gear – Main Landing Gear (MLG) Bogie Beam – Inspection / Repair</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330 aeroplanes, models -201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers.</p> <p>Airbus A340 aeroplanes, models -211, -212, -213, -311, -312, -313, -541, -542, -642 and -643, all manufacturer serial numbers.</p>
Reason:	<p>During a scheduled maintenance inspection on the MLG, the bogie stop pad was found deformed and cracked. Upon removal of the bogie stop pad for replacement, the bogie beam was also found cracked.</p> <p>Laboratory investigation indicates that an overload event has occurred and no fatigue propagation of the crack was evident.</p> <p>A second bogie beam crack has subsequently been found on another aeroplane, located under a bogie stop pad which only had superficial paint damage.</p> <p>This condition, if not detected and corrected, could result in the aeroplane departing the runway or to the bogie detaching from the aeroplane or gear collapses, which would all constitute unsafe conditions at speeds above 30 knots.</p> <p>As a precautionary measure, EASA AD 2008-0223 required one-time detailed inspections under the bogie stop pad of both MLG bogie beams and, in case deformation or damage is detected, to apply the associated repair.</p> <p>Numerous bogie stop pad were found corroded and a few cracked as a result</p>

	<p>of the one-time inspection required by EASA AD 2008-0223 on A330, A340-200 and A340-300 aeroplanes.</p> <p>For the reasons described above, this AD, which supersedes EASA AD 2008-0223:</p> <ul style="list-style-type: none"> <li>- retains the initial inspection requirement of EASA AD 2008-0223 for A330, A340-200 and A340-300 aeroplanes.</li> <li>- introduces a repetitive detailed visual inspection for A330, A340-200 and A340-300 aeroplanes.</li> <li>- retains the requirement of EASA AD 2008-0223 for A340-500 and A340-600 aeroplanes, for which further mandatory requirements might follow in future depending on the results of the one-time mandatory inspection in place.</li> </ul>									
Effective Date:	14 November 2011									
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the inspection threshold indicated in Table 1 of this AD, and depending on the MLG bogie beam condition at the effective date of this AD, perform detailed inspections of the left-hand (LH) and right-hand (RH) bogie beams in the area of the bogie stop pad for detection of deformation or damage and do before further flight the applicable corrective actions.</p> <p style="text-align: center;"><b>Table 1 – MLG Bogie Beam Inspection</b></p> <table border="1" data-bbox="459 1003 1407 2065"> <thead> <tr> <th data-bbox="459 1003 778 1160">MLG Bogie Beam condition at the effective date of this AD</th> <th data-bbox="778 1003 1136 1160">Inspection Threshold</th> <th data-bbox="1136 1003 1407 1160">Required Instructions</th> </tr> </thead> <tbody> <tr> <td data-bbox="459 1160 778 1563">MLG bogie beams which have <b>not</b> been inspected in accordance with the instructions of Airbus Service Bulletin (SB) A330-32-3220, SB A340-32-4264, or SB A340-32-5087, as applicable to aeroplane model</td> <td data-bbox="778 1160 1136 1563">Upon accumulation by the MLG bogie beam of 2 500 flight cycles (FC) or 22 months, whichever occurs first, since its first flight on an aeroplane or since its first flight after its last overhaul, as applicable, but no later than 40 months since its first flight on an aeroplane or since its first flight after its last overhaul.</td> <td data-bbox="1136 1160 1407 1563">Airbus SB A330-32-3220 or SB A340-32-4264 or SB A340-32-5087, as applicable to aeroplane model</td> </tr> <tr> <td data-bbox="459 1563 778 2065">MLG bogie beams which have been inspected in accordance with the instructions of Airbus SB A330-32-3220, or SB A340-32-4264, as applicable to aeroplane model.</td> <td data-bbox="778 1563 1136 2065">a) Within 3 months after the effective date of this AD, or b) Within 2 500 FC or 24 months, whichever occurs first, accumulated by the MLG bogie beam since its first flight after the last accomplishment of Airbus SB A330-32-3220 or A340-32-4264, as applicable to aeroplane model,  whichever occurs later between a) and b).</td> <td data-bbox="1136 1563 1407 2065">Airbus SB A330-32-3248 or Airbus SB A340-32-4286, as applicable to aeroplane model.</td> </tr> </tbody> </table>	MLG Bogie Beam condition at the effective date of this AD	Inspection Threshold	Required Instructions	MLG bogie beams which have <b>not</b> been inspected in accordance with the instructions of Airbus Service Bulletin (SB) A330-32-3220, SB A340-32-4264, or SB A340-32-5087, as applicable to aeroplane model	Upon accumulation by the MLG bogie beam of 2 500 flight cycles (FC) or 22 months, whichever occurs first, since its first flight on an aeroplane or since its first flight after its last overhaul, as applicable, but no later than 40 months since its first flight on an aeroplane or since its first flight after its last overhaul.	Airbus SB A330-32-3220 or SB A340-32-4264 or SB A340-32-5087, as applicable to aeroplane model	MLG bogie beams which have been inspected in accordance with the instructions of Airbus SB A330-32-3220, or SB A340-32-4264, as applicable to aeroplane model.	a) Within 3 months after the effective date of this AD, or b) Within 2 500 FC or 24 months, whichever occurs first, accumulated by the MLG bogie beam since its first flight after the last accomplishment of Airbus SB A330-32-3220 or A340-32-4264, as applicable to aeroplane model,  whichever occurs later between a) and b).	Airbus SB A330-32-3248 or Airbus SB A340-32-4286, as applicable to aeroplane model.
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	<p>(2) Thereafter, except for MLG bogie beams which have been inspected in accordance with the instructions of Airbus SB A340-32-5087, repeat the inspection required by paragraph (1) of this AD at intervals not to exceed 2 500 FC or 24 months, whichever occurs first, from the last inspection, and do before further flight the applicable corrective actions in accordance with the instructions of Airbus SB A330-32-3248 or Airbus SB A340-32-4286, as applicable to aeroplane type.</p> <p>(3) Report to Airbus the results of the inspection, whatever they are, done in accordance with the instructions of Airbus SB A330-32-3220 or Airbus SB A340-32-4264 or Airbus SB A340-32-5087, as applicable to aeroplane model and as required by paragraph (1) of this AD, within 90 days from the accomplishment date of the inspection.</p>
Ref. Publications:	<p>Airbus Service Bulletin A330-32-3220 at original issue dated 10 October 2008  Airbus Service Bulletin A340-32-4264 at original issue dated 10 October 2008  Airbus Service Bulletin A340-32-5087 at original issue dated 10 October 2008  Airbus Service Bulletin A330-32-3248 at original issue dated 05 October 2011  Airbus Service Bulletin A340-32-4286 at original issue dated 05 October 2011  The use of later approved revisions of these documents 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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions 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: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>