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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | <p>AD No.: 2007-0314 R1</p> <p>Date: 31 January 2008</p> | |
| 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 : | Type/Model designation(s) | |
| AIRBUS | A330 and A340-200/300 series aircraft | |
| TCDS Number: EASA A.004, EASA A.015 | | |
| Foreign AD: Not applicable | | |
| Revision: This Airworthiness Directive (AD) revises and replaces EASA AD 2007-0314 dated 21 December 2007 | | |
| ATA 32 | Landing Gear – Main Landing Gear (MLG) Bogie Beam – Inspection/Repair | |
| Manufacturer(s): | AIRBUS (formerly AIRBUS INDUSTRIE) | |
| Applicability: | AIRBUS A330-200, A330-300, A340-200 and A340-300 series aircraft, all certified models, all serial numbers, except those on which AIRBUS modification 5300 has been embodied in production or AIRBUS Service Bulletin (SB) A330-32-3212 has been embodied in service. | |
| Reason: | <p>The operator of an A330 aircraft (which has a common bogie beam with the A340) has reported a fracture of the RH MLG Bogie Beam whilst turning during low speed ground taxi maneuvers. The bogie fractured aft of the pivot point and remained attached to the sliding tube by the brake torque reaction rods. After this RH bogie failure, the aircraft continued for approximately 40 meters on the forks of the sliding member before coming to rest on the taxiway without any passenger injury.</p> <p>The preliminary investigations revealed that this event is due to corrosion pitting occurring on the bore of the bogie beam. Investigations are on going to determine why bogie beam internal paint has been degraded leading to a loss of cadmium plating and thus allowing development of corrosion pitting.</p> <p>If not corrected, this situation under higher speed could result in the aircraft departing the runway or to the bogie detaching from the aircraft or gear collapses, which constitutes an unsafe condition.</p> <p>To enable early detection and repair of any corrosion of the internal surfaces, EASA AD 2007-0314 required a one-time inspection on all MLG Bogie Beams except Enhanced MLG Bogie Beams and the reporting of the results to AIRBUS.</p> <p>This Revision 1 aims to clarify the compliance time of the inspection and to extend the reporting period.</p> | |

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| Effective Date: | 04 January 2008 |
| Compliance: | <p>Unless already accomplished, the following measures are required as indicated:</p> <p>(1) At the next 4C-Check but no later than 6 years from the original delivery date of the aircraft or from the first installation of the bogie beam on an aircraft or from the date of the last bogie beam overhaul;</p> <p>or</p> <p>within 18 months after the effective date of this AD, whichever occurs later, without exceeding the next bogie beam overhaul, accomplish the following:</p> <p>Clean the internal bore and perform a detailed visual inspection of internal surfaces of the MLG bogie beam (RH and LH) for any damage to the protective treatments or any corrosion in accordance with instructions defined in AIRBUS SB A330-32-3225 or SB A340-32-4268, as applicable;</p> <p>(2) In case no damage is found, before next flight, apply the protective treatments of the bogie beam in accordance with instructions defined in AIRBUS SB A330-32-3225 or SB A340-32-4268, as applicable;</p> <p>(3) In case damage is found, record the findings and before next flight, apply the associated corrective actions and repair in accordance with instructions defined in AIRBUS SB A330-32-3225 or SB A340-32-4268.</p> <p>(4) Within 20 days after accomplishment of the inspection required by this AD, report the results, including findings, to AIRBUS.</p> <p>(5) Accomplishment of Messier-Bowty VSB N° A33/34-32-271 instructions at original issue is acceptable to comply with the requirements of paragraphs (1), (2), (3) and (4) of this AD.</p> |
| Ref. Publications: | <p>AIRBUS Service Bulletin A330-32-3225 original issue;</p> <p>AIRBUS Service Bulletin A340-32-4268 original issue;</p> <p>Messier-Bowty VSB N° A33/34-32-271 original issue.</p> <p>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"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. Required actions and the risk assessment have warranted the immediate adoption of this Final AD with request for comments. 3. Enquiries regarding this AD should be referred to the AD 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. |