


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0093</p> <p>Date: 20 May 2008</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 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>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A330 and A340-200/-300 series aircraft</p>
<p>TCDS Number: EASA A.004, EASA A.015</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2007-0314R1 dated 31 January 2008.</p>	
<p>ATA 32</p>	<p>Landing Gear – Main Landing Gear (MLG) Bogie Beam – Inspection / Repair</p>
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS INDUSTRIE)</p>
<p>Applicability:</p>	<p>AIRBUS A330-200, A330-300, A340-200 and A340-300 series aircraft, all certified models, all serial numbers, except those on which AIRBUS modification 54500 has been embodied in production or AIRBUS Service Bulletin (SB) A330-32-3212 has been embodied in service.</p>
<p>Reason:</p>	<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 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 was due to corrosion pitting occurring on the bore of the bogie beam. Investigations are ongoing 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 in the bogie detaching from the aircraft or gear collapses, which would constitute 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>The Revision 1 of AD 2007-0314 aimed to clarify the compliance time of the inspection and to extend the reporting period.</p> <p>The present AD which supersedes the AD 2007-0314R1 :</p> <ul style="list-style-type: none"> - takes over the AD 2007-0314R1 requirements and - reduces the inspection threshold from 6 to 4.5 years due to significant findings on the inspected aircraft.
Effective Date:	03 June 2008
Required action(s) and Compliance Time(s):	<p>Unless already accomplished, the following measures are required as indicated:</p> <ol style="list-style-type: none"> (1) 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 : <ul style="list-style-type: none"> - For aircraft with less than or equal to 4.5 years from the original delivery date of the aircraft or from the first installation of the bogie beam in-service on an aircraft or from the date of the last bogie beam overhaul, at the effective date of this AD: <ul style="list-style-type: none"> at the first convenient maintenance opportunity which occurs after the 4.5 years threshold but no later than 6 years from the original delivery date of the aircraft or from the first installation of the bogie beam in-service on an aircraft or from the date of the last bogie beam overhaul. - For aircraft with more than 4.5 years from the original delivery date of the aircraft or from the first installation of the bogie beam in service on an aircraft or from the date of the last bogie beam overhaul, at the effective date of this AD: <ul style="list-style-type: none"> at the next convenient maintenance opportunity or within 18 months after 04 January 2008 (effective date of AD 2007-0314R1) whichever occurs first and without exceeding the next bogie beam overhaul. (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; (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. (4) Within 20 days after accomplishment of the inspection, report the results, including no findings, to AIRBUS. (5) Accomplishment of Messier-Dowty 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.
Ref. Publications:	<p>AIRBUS Service Bulletin A330-32-3225 original issue; AIRBUS Service Bulletin A340-32-4268 original issue; Messier-Dowty 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 approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation

	<p>process after publication.</p> <ol style="list-style-type: none"><li data-bbox="534 197 1452 293">3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section - Certification Directorate, EASA; E-mail: ADs@easa.europa.eu .<li data-bbox="534 309 1452 405">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.
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