


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0040</p> <p>Date: 08 March 2011</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>
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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A330 and A340 aeroplanes
TCDS Number : EASA.A.004, EASA.A.015	
Foreign AD : Not applicable	
Supersedure : None	
ATA 32	Landing Gear – Main and Central Landing Gear Bogie Pivot Pins and Bushes – Inspection / Repair / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330 aeroplanes, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers, except those on which Airbus modification 54500 has been embodied in production.</p> <p>Airbus A340 aeroplanes, models -211, -212, -213, -311, -312, -313, -541, -542, -642 and -643, all manufacturer serial numbers, except those on which Airbus modification 54500 has been embodied in production.</p>
Reason:	<p>During removals of A330/340 Main Landing Gear Bogie Beams and A340-500/600 Centre Landing Gear Bogie Beams, cracks in the Bogie Pivot Pin (BPP) have been found.</p> <p>Investigations indicated that the main root cause is material heating due to friction between bogie pivot pin and bush. Consequences of that heating are chrome detachment and stress corrosion cracking (SCC).</p> <p>This situation, if not corrected, could result in the collapse of the main or central landing gear.</p> <p>As a precautionary measure, this AD requires a one-time inspection of the main landing gear (all types of A330 and A340) and central landing gear (A340-500/600 only) to detect degradation or cracking of the BPP, as applicable to aeroplane model, and the reporting of inspections results.</p>

Effective Date:	22 March 2011
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 26 months after the effective date of this AD or since the aeroplane first flight, whichever occurs later, but not before the accumulation of 12 months after the aeroplane first flight, perform a detailed visual inspection of the main landing gear and central landing gear bogie pivot pins and pivot pin bushes, in accordance with the instructions of Airbus Service Bulletin (SB) A330-32-3240 or Airbus SB A340-32-4281 or Airbus SB A340-32-5096 as applicable to aeroplane model. (2) If, during the inspection required by paragraph (1) of this AD, any bush is found cracked or damaged, before next flight, record finding details and do the applicable corrective actions in accordance with the instructions of Airbus SB A330-32-3240 or Airbus SB A340-32-4281 or Airbus SB A340-32-5096, as applicable to aeroplane model. (3) If, during the inspection required by paragraph (1) of this AD, degraded chrome plating on a bogie pivot pin is found, before next flight, record findings details and perform a Non-Destructive Test inspection of the affected bogie pivot pin in accordance with the instructions of Airbus SB A330-32-3240 or Airbus SB A340-32-4281 or Airbus SB A340-32-5096, as applicable to aeroplane model. (4) If, during the Non-Destructive Test inspection required by paragraph (3) of this AD, the bogie pivot pin base metal is found corroded, before next flight, do the applicable corrective actions in accordance with the instructions of Airbus SB A330-32-3240 or Airbus SB A340-32-4281 or Airbus SB A340-32-5096, as applicable to aeroplane model. (5) Within 90 days after accomplishment of the inspections required by paragraphs (1) and (3) of this AD, as applicable, report to Airbus all recorded inspections results (including no findings) in accordance with the instructions of Airbus SB A330-32-3240 or Airbus SB A340-32-4281 or Airbus SB A340-32-5096, as applicable to aeroplane model.
Ref. Publications:	<p>Airbus SB A330-32-3240 at original issue; Airbus SB A340-32-4281 at original issue; Airbus SB A340-32-5096 at 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. This AD was posted on 17 December 2010 as PAD 10-125 for consultation until 14 January 2011. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com.