


EASA	AIRWORTHINESS DIRECTIVE	
	<p><b>AD No.: 2011-0141</b></p> <p><b>Date: 25 July 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 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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A330 and A340-200/-300 aeroplanes</p>	
<p>TCDS Number :</p>	<p>EASA.A.004, EASA.A.015</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2008-0093 dated 20 May 2008.</p>	
<p><b>ATA 32</b></p>	<p><b>Landing Gear – Main Landing Gear (MLG) Bogie Beam – Inspection / Repair / Modification</b></p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 58896 has been embodied in production.</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 58896 has been embodied in production.</p>	
<p>Reason:</p>	<p>The operator of an A330 aeroplane (which has a common bogie beam with the A340) has reported a fracture of the right-hand (RH) MLG Bogie Beam, which occurred while 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 aeroplane continued for approximately 40 meters on the forks of the sliding member before coming to rest on the taxiway.</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>This condition, if not detected and corrected, could lead to a runway excursion event, or to detachment of the bogie from the aeroplane, or to landing gear collapse, possibly resulting in damage to the aeroplane and injury to the occupants.</p>	

	<p>To enable early detection and repair of corrosion of the internal surfaces, EASA AD 2008-0093, which superseded EASA AD 2007-0314R1, 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>A subsequent investigation has shown thin paint coats and paint degradation, confirmed as well on Enhanced MLG Bogie Beams.</p> <p>This AD retains the requirements of EASA AD 2008-0093, which is superseded, and requires:</p> <ul style="list-style-type: none"> <li>- a visual inspection on the bogie beam, which includes a visual examination of the internal diameter for corrosion or damage to protective treatments of the bogie beam, and measurement of the paint thickness on the internal bore, and the accomplishment of the applicable corrective actions, and</li> <li>- modification of the left-hand (LH) and RH MLG bogie beam to improve the coat paint application method, and the application of corrosion protection.</li> </ul>						
Effective Date:	08 August 2011						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold indicated in Table 1 of this AD, depending on the MLG bogie beam condition, clean the internal bore and perform a detailed visual inspection of internal surfaces of the LH and RH MLG bogie beams for any damage to the protective treatments or any corrosion, in accordance with instructions of Airbus Service Bulletin (SB) A330-32-3225 Revision 01 or SB A340-32-4268 Revision 01, as applicable to the aeroplane type:</p> <p style="text-align: center;"><b>Table 1</b></p> <table border="1" data-bbox="558 1048 1444 1805"> <thead> <tr> <th data-bbox="558 1048 976 1099">MLG Bogie Beam Condition</th> <th data-bbox="976 1048 1444 1099">Inspection Threshold</th> </tr> </thead> <tbody> <tr> <td data-bbox="558 1099 976 1485">MLG bogie beams which have not embodied Airbus modification 54500 in production nor Airbus SB A330-32-3212 in service, and which have accumulated on 03 June 2008 [the effective date of EASA AD 2008-0093] less than or equal to 4.5 years since their first flight on an aeroplane or since their first flight after their last overhaul, as applicable</td> <td data-bbox="976 1099 1444 1485">At the first convenient maintenance opportunity which occurs after the 4.5 years threshold, but no later than 6 years since the LH or RH MLG bogie beam first flight on an aeroplane or first flight after its last overhaul, as applicable</td> </tr> <tr> <td data-bbox="558 1485 976 1805">MLG bogie beams which have not embodied Airbus modification 54500 in production nor Airbus SB A330-32-3212 in service, and which have accumulated on 03 June 2008 more than 4.5 years since their first flight on an aeroplane or since their first flight after their last overhaul, as applicable</td> <td data-bbox="976 1485 1444 1805">At the next convenient maintenance opportunity, or within 18 months after 04 January 2008 [the effective date of EASA AD 2007-0314R1], whichever occurs first and without exceeding the next bogie beam overhaul.</td> </tr> </tbody> </table> <p>(1.1) If no damage and no corrosion is found, before next flight, apply the protective treatments of the bogie beam in accordance with the instructions of Airbus SB A330-32-3225 Revision 01 or SB A340-32-4268 Revision 01, as applicable to the aeroplane type.</p> <p>(1.2) If damage or corrosion is found, record the findings and before next flight, apply the applicable corrective actions and repair in</p>	MLG Bogie Beam Condition	Inspection Threshold	MLG bogie beams which have not embodied Airbus modification 54500 in production nor Airbus SB A330-32-3212 in service, and which have accumulated on 03 June 2008 [the effective date of EASA AD 2008-0093] less than or equal to 4.5 years since their first flight on an aeroplane or since their first flight after their last overhaul, as applicable	At the first convenient maintenance opportunity which occurs after the 4.5 years threshold, but no later than 6 years since the LH or RH MLG bogie beam first flight on an aeroplane or first flight after its last overhaul, as applicable	MLG bogie beams which have not embodied Airbus modification 54500 in production nor Airbus SB A330-32-3212 in service, and which have accumulated on 03 June 2008 more than 4.5 years since their first flight on an aeroplane or since their first flight after their last overhaul, as applicable	At the next convenient maintenance opportunity, or within 18 months after 04 January 2008 [the effective date of EASA AD 2007-0314R1], whichever occurs first and without exceeding the next bogie beam overhaul.
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	<p>accordance with the instructions of Airbus SB A330-32-3225 Revision 01 or SB A340-32-4268 Revision 01, as applicable to the aeroplane type.</p> <p>(2) Accomplishment of the instructions of Messier-Dowty SB N° A33/34-32-271, or Messier-Dowty SB N° A33/34-32-272, as applicable, is an acceptable method to comply with the requirements of paragraph (1) of this AD.</p> <p>(3) Aeroplanes that have been inspected and corrected, before the effective date of this AD, in accordance with the instructions of Airbus SB A330-32-3225 at original issue or Airbus SB A340-32-4268 at original issue, as applicable to the aeroplane type, are compliant with the requirements of paragraph (1) of this AD.</p> <p>(4) Before the MLG Bogie Beams have accumulated 15 years since their first flight on an aeroplane, or within 6 years after the accomplishment of the inspection as required by paragraph (1) of this AD, whichever occurs later:</p> <p>(4.1) Do a visual inspection of internal bores of the MLG Bogie Beams in accordance with the instructions of Airbus SB A330-32-3237 or Airbus SB A340-32-4279, as applicable to the aeroplane type and, in case damage or corrosion is found, apply the corrective actions and repair in accordance with the instructions of Airbus SB A330-32-3237 or SB A340-32-4279, as applicable to the aeroplane type, and</p> <p>(4.2) Modify the MLG bogie beams in accordance with the instructions of Airbus SB A330-32-3237 or Airbus SB A340-32-4279, as applicable to the aeroplane type.</p> <p>(5) Within 90 days after accomplishment of the inspection as required by paragraph (1) or paragraph (4) of this AD, as applicable, report the results, including no findings, to Airbus.</p> <p>(6) Accomplishment of the instructions of Messier-Dowty SB N° A33/34-32-278 and Messier-Dowty SB N° A33/34-32-283 or Messier-Dowty SB N° A33/34-32-284, as applicable, is an acceptable method to comply with the requirements of paragraph (4) of this AD</p> <p>(7) Modification of a MLG bogie beam as required by the paragraph (4) of this AD cancels the requirements of paragraph (1) of this AD for that MLG Bogie Beam.</p> <p>(8) After the effective date of this AD, do not install any MLG Bogie Beam on an aeroplane, unless it is in compliance with the requirements and thresholds of this AD.</p>
Ref. Publications :	<p>Airbus SB A330-32-3225 original issue dated 21 November 2007, or Revision 01 dated 30 October 2008.</p> <p>Airbus SB A340-32-4268 original issue dated 21 November 2007, or Revision 01 dated 30 October 2008.</p> <p>Messier-Dowty SB N° A33/34-32-271 original issue dated 13 September 2007.</p> <p>Messier-Dowty SB N° A33/34-32-272 original issue dated 16 November 2007, or Revision 1 dated 22 September 2008.</p> <p>Messier-Dowty SB N° A33/34-32-278 original issue dated 17 February 2010.</p> <p>Messier-Dowty SB N° A33/34-32-283 original issue dated 11 May 2010.</p> <p>Messier-Dowty SB N° A33/34-32-284 original issue dated 11 May 2010.</p> <p>Airbus SB A330-32-3237 original issue dated 18 January 2011.</p> <p>Airbus SB A340-32-4279 original issue dated 18 January 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative

	<p>Methods of Compliance for this AD.</p> <ol style="list-style-type: none"><li>2. This AD was posted on 10 June 2011 as PAD 11-061 for consultation until 08 July 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</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 question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS –Airworthiness Office – EAL, E- mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li></ol>
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