EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 08-120 **Date: 21 October 2008** Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance/cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A330 and A340 Aircraft

TCDS Number :	EASA.A.004, EASA.A.015
Foreign AD :	Not applicable
Supersedure :	None

ATA 32	**Landing Gear – Main Landing Gear (MLG) Bogie Beam – Inspection / Repair**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A330 aircraft, models -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all serial numbers. AIRBUS A340 aircraft, models -211, -212, -213, -311, -312, -313, -541, -542, -642 and -643, all serial numbers.
Reason:	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. Laboratory investigation indicates that an overload event has occurred and no fatigue propagation of the crack was evident. An investigation is still underway to establish the root cause of this overload. A second bogie beam crack has subsequently been found on another aircraft, under a bogie stop pad which only had superficial paint damage. This situation could result in the aircraft departing the runway or to the bogie detaching from the aircraft or gear collapses, which constitutes an unsafe condition at speeds above 30 knots. As a precautionary measure, this Airworthiness Directive (AD) requires a one time inspection under the bogie stop pad of both MLG bogie beams and, in case deformation or damage are detected, to apply the associated corrective actions.

Effective Date:	14 days after final AD issue date
Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: 1. Perform a detailed visual inspection of both MLG bogie beams under the bogie stop pad for detection of deformation or damage and apply the associated corrective actions in accordance with instructions defined in AIRBUS Service Bulletin (SB) A330-32-3220 or SB A340-32-4264 or SB A340-32-5087, as applicable; For aircraft with less than or equal to 2 500 Flight Cycles (FC) and 22 months from the first flight 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: - at the next convenient maintenance opportunity that occurs after the 2 500 FC or 22 months threshold, whichever occurs first, but no later than 40 months from the first flight 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 2 500 FC or 22 months from the first flight 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, whichever occurs first, at the effective date of this AD: - at the next convenient maintenance opportunity or within 18 months from the effective date of this AD, whichever occurs first. 2. The results of this inspection, whatever they are, must be reported to AIRBUS within 20 days from the accomplishment date of the inspection.
Ref. Publications:	AIRBUS Service Bulletin A330-32-3220 at original issue; AIRBUS Service Bulletin A340-32-4264 at original issue; AIRBUS Service Bulletin A340-32-5087 at original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. This Proposed AD will be closed for consultation on 21 November 2008. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS –Airworthiness Office - EAL Fax: +33 5 61 93 45 80.