


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 11-061</b></p> <p><b>Date: 10 June 2011</b></p> <p>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.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance 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.</p>	
<b>Type Approval Holder's Name :</b> AIRBUS	<b>Type/Model designation(s) :</b> A330 and A340-200/-300 aeroplanes
TCDS Number : EASA.A.004, EASA.A.015	
Foreign AD : Not applicable	
Supersedure: This AD supersedes EASA AD 2008-0093 dated 20 May 2008.	
<b>ATA 32</b>	<b>Landing Gear – Main Landing Gear (MLG) Bogie Beam – Inspection / Repair / Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330 aeroplanes, models -201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343, all manufacturer serial numbers, except those on which Airbus modification 58896 has been embodied in production.</p> <p>Airbus A340 aeroplanes, models -211, -212, -213, -311, -312, and -313, all manufacturer serial numbers, except those on which Airbus modification 58896 has been embodied in production.</p>
Reason:	<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 in detachment of the bogie from the aeroplane, or in landing gear</p>

	<p>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:	[TBD: 14 days after final AD issue date]						
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"> <thead> <tr> <th>MLG Bogie Beam Condition</th><th>Inspection Threshold</th></tr> </thead> <tbody> <tr> <td>MLG bogie beams 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>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>MLG bogie beams 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>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 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>	MLG Bogie Beam Condition	Inspection Threshold	MLG bogie beams 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 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>(2) Accomplishment of the instructions of Messier-Dowty SB N° A33/34-32-271 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 A340-42-4279, 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 A340-42-4279, as applicable to the aeroplane type.</p> <p>(5) Within 90 days after accomplishment of the inspection as required by paragraph (1) or paragraph (3) of this AD, as applicable, report the results, including no findings, to Airbus.</p> <p>(6) After the effective date of this AD, do not install any MLG Bogie Beam on an aeroplane, unless it has been successfully inspected and modified in compliance with the requirements of this AD.</p>
Ref. Publications :	<p>Airbus Service Bulletin A330-32-3225 original issue or Revision 01;  Airbus Service Bulletin A340-32-4268 original issue or Revision 01;  Messier-Dowty SB N° A33/34-32-271 at original issue;  Airbus Service Bulletin A330-32-3237 at original issue;  Airbus Service Bulletin A340-32-4279 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:	<p>1. This Proposed AD will be closed for consultation on 08 July 2011.</p> <p>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS –Airworthiness Office – EAL , E- mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</p>