

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0120R1
	Date: 31 August 2015 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design 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	
Revision: This AD revises EASA AD 2014-0120 dated 14 May 2014, which superseded EASA AD 2011-0211 dated 31 October 2011.	
ATA 32	Landing Gear – Main Landing Gear Bogie Beam – Inspection / Repair
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	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 (MSN) except those that have embodied Airbus modification (mod) 204421 in production, and Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642, and A340-643 aeroplanes, all MSN except those that have embodied Airbus mod 204421 in production.
Reason:	During a scheduled maintenance inspection on the Main Landing Gear (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. The results of a laboratory investigation indicated that an overload event had occurred and no fatigue propagation of the crack was evident. A second bogie beam crack was subsequently found on another aeroplane, located under a bogie stop pad which only had superficial paint damage. This condition, if not detected and corrected, could lead to landing gear bogie detachment from the aeroplane, or landing gear collapse, or a runway excursion, possibly resulting in damage to the aeroplane and injury to the occupants. To address this potential unsafe condition, EASA issued AD 2008-0223 to require accomplishment of a one-time detailed inspection under the bogie stop

	pad of both MLG bogie beams. As a result of the one-time inspection required by that AD, applicable to A330, A340-200 and A340-300 aeroplanes, numerous bogie stop pad were found corroded and a few cracked. The one-time inspection was retained in EASA AD 2011-0211, which superseded EASA AD 2008-0223, applicable to all A330 and A340 aeroplanes, which also introduced repetitive inspections for A330, A340-200 and A340-300 aeroplanes, but not for the A340-500/-600 aeroplanes. Since issuance of EASA AD 2011-0211, further investigation accomplished by Airbus led to the conclusion that the one-time inspection in accordance with Airbus Service Bulletin (SB) A330-32-3220, or Airbus SB A340-32-4264, or Airbus SB A340-32-5087, as applicable, is no longer necessary and, for those aeroplanes, only the inspections (initial and repetitive) in accordance with Airbus SB A330-32-3248 or Airbus SB A340-32-4286, as applicable, must remain. In addition, Airbus also determined that repetitive inspections of the MLG in accordance with Airbus SB A340-32-5112 are necessary for A340-500/-600 aeroplanes. Consequently, EASA issued AD 2014-0120, which partially retained the requirements of EASA AD 2011-0211, which was superseded, and introduced repetitive detailed inspections of the MLG for A340-500 and A340-600 aeroplanes. Since that AD was issued, it was determined that repetitive inspections of the MLG are not necessary on the A340-500/-600 aeroplanes and that the threshold for the inspection of MLG P/N 10-210 series can be delayed. In addition, Airbus developed a mod of the MLG P/N 10-210 series that can be embodied both in production through mod 204421 and in service with Airbus SB A330-32-3268 or SB A340-32-4300, as applicable. This modification constitutes a terminating action for the repetitive inspections for aeroplanes equipped with MLG P/N 10-210 series. For the reasons described above, this AD is revised and requires inspection of the MLG (with an amended threshold for MLG P/N 10-210 series) and introduces an option to terminate the repetitive inspection with a modification of the MLG P/N 10-210 series.
Effective Date:	Revision 1: 07 September 2015 Original issue: 28 May 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For the purpose of this AD, accomplishment of a MLG overhaul is acceptable in lieu of an inspection of that MLG as required by this AD. For A330 and A340-200/-300 aeroplanes equipped with MLG Part Number (P/N) 201252 series, or P/N 201490 series, or P/N 10-210 series: (2) For aeroplanes equipped, on 28 May 2014 [the effective date of this AD at original issue], with a MLG that has been previously inspected in accordance with the instructions of Airbus SB A330-32-3248, or Airbus SB A340-32-4286, or Airbus SB A330-32-3220, or Airbus SB A340-32-4264, as applicable. For MLG P/N 201252 series and P/N 201490 series, before exceeding 2 500 landings or 24 months, whichever occurs first (see Note 1), and, thereafter, at intervals not to exceed 2 500 landings or 24 months, whichever occurs first, inspect the MLG in accordance with the instructions of Airbus SB A330-32-3248 Revision 01 or Airbus SB A340-32-4286, as applicable. For MLG P/N 10-210 series, before exceeding 126 months since first flight

on an aeroplane (see Note 2 of this AD), and, thereafter, at intervals not to exceed 2 500 landings or 24 months, whichever occurs first (see Note 1 of this AD), inspect the MLG in accordance with the instructions of Airbus SB A330-32-3248 Revision 01 or Airbus SB A340-32-4286, as applicable.

Note 1: Unless specified otherwise, the landings and calendar times in this AD are those accumulated since last accomplishment of an inspection of the MLG in accordance with Airbus SB A330-32-3248, or SB A340-32-4286, or SB A330-32-3220 or SB A340-32-4264, as applicable, or since first flight after MLG overhaul, whichever occurs later.

Note 2: For a MLG P/N 10-210 series that has already been inspected as required by the original issue of this AD, the next inspection as required by paragraph (2) or (3) of this AD, as applicable, can be deferred until 126 months since first flight of that MLG on an aeroplane.

- (3) For aeroplanes equipped, on 28 May 2014 [the effective date of this AD at original issue], with a MLG that has **not** been **previously inspected** in accordance with the instructions of Airbus SB A330-32-3248, or SB A340-32-4286, or SB A330-32-3220, or SB A340-32-4264, as applicable.

For MLG P/N 201252 series and P/N 201490 series, within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 2 500 landings or 24 months, whichever occurs first (see Note 1), inspect the MLG in accordance with the instructions of Airbus SB A330-32-3248 Revision 01, or SB A340-32-4286, as applicable.

Table 1 – Initial Inspection

Compliance time: (whichever occurs later, A or B).	
A	For the MLG, before exceeding 2 500 landings or 24 months, whichever occurs first since first flight on an aeroplane
B	Within 16 months after 28 May 2014 [the effective date of this AD at original issue]

For MLG P/N 10-210 series, before exceeding 126 months since first flight on an aeroplane (see Note 2 of this AD), and, thereafter, at intervals not to exceed 2 500 landings or 24 months, whichever occurs first (see Note 1 of this AD), inspect the MLG in accordance with the instructions of Airbus SB A330-32-3248 Revision 01, or SB A340-32-4286, as applicable.

For A340-500/-600 aeroplanes equipped with MLG P/N 10-120 series:

- (4) [Deleted]

For all aeroplanes:

- (5) If, during any inspection as required by paragraph (2) or (3) of this AD, any damage is detected on the MLG,
- (5.1) Before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A330-32-3248 Revision 01, or SB A340-32-4286, as applicable.
 - (5.2) Within 90 days after the accomplishment of the corrective action(s), report the results of the inspection to Airbus.
- (6) Inspections and corrective actions, accomplished before 28 May 2014 [the effective date of this AD at original issue] in accordance with the instructions of Airbus SB A330-32-3248 at original issue or Airbus SB A330-32-3220 (any revision), are acceptable to comply with the initial inspection as required by paragraph (2) of this AD, as applicable, and

	related corrective action(s), as required by paragraph (5.1) of this AD. (7) Accomplishment of corrective actions as required by paragraph (5.1) of this AD does not constitute terminating action for repetitive inspections required by this AD. (8) Modification on an aeroplane of the bogie beam of each MLG P/N 10-210 series in accordance with the instructions of Airbus SB A330-32-3268 or Airbus A340-32-4300, as applicable, constitutes a terminating action of the requirements of this AD for that aeroplane, provided that, following in-service modification, the aeroplane remains in post-SB configuration.
Ref. Publications:	Airbus SB A330-32-3220 at original issue dated 10 October 2008, or Revision 01 dated 05 October 2011, or Revision 02 dated 13 December 2012. Airbus SB A330-32-3248 at original issue dated 05 October 2011, or Revision 01 dated 13 December 2012. Airbus SB A340-32-4264 at original issue dated 10 October 2008. Airbus SB A340-32-4286 at original issue dated 05 October 2011. Airbus SB A340-32-5087 at original issue dated 10 October 2008. Airbus SB A340-32-5112 at original issue dated 24 October 2013. Airbus SB A330-32-3268 at original issue dated 20 April 2015. Airbus SB A340-32-4300 at original issue dated 20 April 2015. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 27 February 2014 as PAD 14-042 for consultation until 27 March 2014. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information 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 SAS –Airworthiness Office – EIAL, E-mail: airworthiness.A330-A340@airbus.com.