

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0120 Date: 14 May 2014 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 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].	
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
Supersedure:	This AD supersedes 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). 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.
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. For the reasons described above, this AD, partially retains the requirements of EASA AD 2011-0211, which is superseded, and introduces repetitive detailed inspections of the MLG for A340-500 and A340-600 aeroplanes.
Effective Date:	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 the effective date of this AD, 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 the MLG, 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 instruction 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, <u>or</u> since first flight after MLG overhaul, whichever occurs later. (3) For aeroplanes equipped, on the effective date of this AD, 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. 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 the effective date of this AD

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

- (4) Within the compliance times specified in Table 2 of this AD and, thereafter, at intervals not to exceed 2 500 landings or 42 months, whichever occurs first (see Note 1), accomplish an inspection of MLG in accordance with the instructions of Airbus SB A340-32-5112.

Table 2 – Initial Inspection

Compliance time: (whichever occurs later, C or D).	
C	For the MLG, before exceeding 2 500 landings or 42 months, whichever occurs first since first flight on an aeroplane, or since the one-time inspection in accordance with Airbus SB A340-32-5087, as applicable
D	Within 26 months after the effective date of this AD

For all aeroplanes:

- (5) If, during any inspection as required by paragraph (2) or (3), or (4) 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, or SB A340-5112, 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 the effective date of this AD 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.

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.

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. 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, Executive 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.
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