

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0222 Date: 06 October 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 Numbers: EASA.A.004 and EASA.A.015	
Foreign AD: Not applicable	
Supersedure: None.	
ATA 32	Landing Gear – Main Landing Gear Bogie Beam Bore – Inspection
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 on which Airbus modification 58896 has been embodied in production or embodied in service through Airbus Service Bulletin (SB) A330-32-3237. Airbus A340-211, A340-212, A340-213, A340-311, A340-312 and A340-313 aeroplanes, all MSN, except those on which Airbus modification 58896 has been embodied in production or embodied in service through Airbus SB A340-32-4279.
Reason:	From in-service experience, it was found that the inner bore of some bogie beams had been insufficiently re-protected against corrosion after inspection and/or possible maintenance actions accomplished in this area (absence of corrosion inhibitor and damage to paint have been found in some specific areas). This condition, if not detected and corrected, could lead to corrosion on the bore of the bogie beam, potentially resulting in Main Landing Gear (MLG) collapse, ultimately resulting in damage to the aeroplane and injury to the occupants. To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A32L004-14, providing inspection instructions for some aeroplane configurations. For the reasons described above, this AD requires identification of the MLG

	units that are possibly affected, inspection of the MLG Bogie Beam bore and, depending on findings, accomplishment of the applicable corrective actions. This AD also prohibits the installation of MLG units that have been overhauled by using instructions from an earlier Components Maintenance Manual (CMM) revision.						
Effective date:	20 October 2014						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 12 months after the effective date of this AD, for each Part Number (P/N) 201252 series and P/N 201490 series MLG unit, determine the CMM revision which was used to accomplish the latest overhaul and, for each MLG having been overhauled by using a CMM as specified in Table 1 of this AD, as applicable, clean and inspect the area around the interface between the bogie pivot pin and the bogie beam bore of the MLG in accordance with the instructions of Airbus AOT A32L004-14. Table 1 <table border="1"> <thead> <tr> <th>MLG P/N</th><th>CMM which was used during latest overhaul</th></tr> </thead> <tbody> <tr> <td>201252 series</td><td>CMM 32-11-74 Rev.25 or an earlier revision</td></tr> <tr> <td>201490 series</td><td>CMM 32-12-05 Rev.20 or an earlier revision</td></tr> </tbody> </table> (2) If, during the inspection as required by paragraph (1) of this AD, the paint is found to be missing or damaged locally, before next flight, inspect the Cadmium plate / base metal in accordance with the instructions of Airbus AOT A32L004-14. (3) If, during the inspection as required by paragraph (2) of this AD, any discrepancy is identified as specified in Airbus AOT A32L004-14, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus AOT A32L004-14. (4) Within 90 days after accomplishment of the inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus. (5) Inspection and, depending on findings, correction of a MLG Bogie in accordance with the instructions of Messier-Dowty (M-D) SB A33/34-32-272 is an acceptable method to comply with the requirements of paragraphs (1), (2) and (3) of this AD for that MLG, unless M-D SB A33/34-32-285 at Revision 4 or earlier, is (or was) accomplished after accomplishment of M-D SB A33/34-32-272 on that MLG. Note: Inspections in accordance with the instructions of M-D SB A33/34-32-285 at Revision 5 and later approved revisions, do not affect an inspection in accordance with the instructions of M-D SB A33/34-32-272. (6) From the effective date of this AD, installation on an aeroplane of an overhauled MLG P/N 201252 series or an overhauled MLG P/N 201490 series is allowed, provided it is determined that the latest MLG overhaul was not accomplished by using a CMM as identified in Table 1 of this AD, as applicable, or, prior to installation, the MLG unit passes the inspection as required by paragraph (1) of this AD.	MLG P/N	CMM which was used during latest overhaul	201252 series	CMM 32-11-74 Rev.25 or an earlier revision	201490 series	CMM 32-12-05 Rev.20 or an earlier revision
MLG P/N	CMM which was used during latest overhaul						
201252 series	CMM 32-11-74 Rev.25 or an earlier revision						
201490 series	CMM 32-12-05 Rev.20 or an earlier revision						
Ref. Publications:	Airbus AOT A32L004-14 dated 28 July 2014. M-D SB A33/34-32-272 dated 16 November 2007, or Revision 1 dated 22 September 2008. M-D SB A33/34-32-285 Revision 5 dated 14 August 2014. The use of later approved revisions of these documents is acceptable for						

	compliance with the requirements of this AD. M-D SB A33/34-32-285 dated 09 July 2010, or Revision 1 dated 04 October 2011 or Revision 2 dated 04 October 2012 or Revision 3 dated 11 September 2013, or Revision 4 dated 23 January 2014.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 12 September 2014 as PAD 14-141 for consultation until 26 September 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 – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.