

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-141 Date: 12 September 2014 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 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.	
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 CMM revision.						
Effective date:	[TBD: 14 days after Final AD issue date]						
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 the accomplishment of M-D SB A33/34-32-272 on that MLG. (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
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201252 series	CMM 32-11-74 Rev.25 or an earlier revision						
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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. The use of later approved revisions of the above 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 2011, or Revision 4 dated 23 January 2014.						

Remarks:	1. This Proposed AD will be closed for consultation on 26 September 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.
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