EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0214 **Date: 02 November 2010** 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 EC 1702/2003, Part 21A.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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A340-500/-600 aeroplanes

TCDS Number :	EASA.A.015
Foreign AD :	Not applicable
Supersedure :	None

ATA 32	**Landing Gear – Nose Landing Gear (NLG) – Drag Stay Lower Arm Assembly – Inspection / Replacement**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340 aeroplanes, models -541 and -642, Weight Variant (WV) 000, WV001, WV002, WV003 and WV004, all manufacturer serial numbers.
Reason:	Several NLG drag stay lower arms on A340-500/-600 aeroplanes have exhibited corrosion and rust traces in the lugs and on the bearing outer surface, discovered visually during scheduled maintenance checks or aeroplane walk around. Investigation has revealed that this corrosion of the drag stay lower arm can be due to: - the damage to the sealant applied on the external interface between the lug bore and the bearing race, - the ingress of contaminants and moisture between the lug bore and bearing race, - the degradation of the Cadmium plating by chemical phenomena, - the degradation of the Cadmium plating by mechanical phenomena. The failure of the drag stay lower arm may result in NLG collapse, which would constitute an unsafe condition during the take off phase. For the above described reasons, this AD requires : - repetitive inspections of the NLG drag stay lower arm assembly part number (P/N) 30-1018002-01 at the interface between the arm and

	the spherical bearing races, for identification of corrosion traces, and replacement of the NLG drag stay lower arm assembly in case of findings, and - Replacement of the affected NLG drag stay lower arm assembly by a new or modified part with an improved corrosion protection, as a terminating action of the requirements of this AD.
Effective Date:	16 November 2010
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) At the time indicated in Table 1 of this AD, accumulated by the NLG drag stay lower arm assembly since first installation on an aeroplane, or since the last overhaul, as applicable, within the compliance time indicated in Table 1 of this AD do a general visual inspection of the NLG drag stay lower arm assembly P/N 30-1018002-01 at the interface between the arm and the spherical bearing races for identification of corrosion traces, in accordance with the instructions of Airbus Service Bulletin (SB) A340-32-5099:

Table 1

Calendar time (in months)	**Compliance Time** (in months), whichever occurs first:
Less than 36	Before accumulating 45
Between 36 and 45	Before accumulating 52, or within 9 months after the effective date of this AD
Between 45 and 60	Before accumulating 65, or within 7 months after the effective date of this AD
Between 60 and 72	Before accumulating 75, or within 5 months after the effective date of this AD
Between 72 and 84	Before accumulating 85, or within 3 months after the effective date of this AD
More than 84	Within 1 month after the effective date of this AD

(2) If no corrosion traces are found, repeat the inspection required by paragraph (1) of this AD, at intervals not to exceed 6 months from the last inspection.

(3) If corrosion traces are found during the initial or repetitive inspection required by paragraph (1) or (2) of this AD, within the compliance time defined in Table 2 of this AD replace the NLG drag stay lower arm assembly in accordance with the instructions of Airbus SB A340-32-5099:

Table 2

For NLG drag stay lower arm assembly having accumulated (at the date of the inspection accomplishment) since its first installation on an aeroplane or from the last NLG overhaul or part replacement:	Replace within:
More than 85 months AND which has not been inspected in the last 6 months	5 Flight Cycles
Between 65 and 85 months AND which has not been inspected in the last 6 months	1 Month
More than 64 months AND which has been inspected in the last 6 months	3 Months
Less than 65 months	3 Months

	(4) At each replacement of the NLG drag stay lower arm assembly as required by paragraph (3) of this AD: No later than 45 months after the replacement, perform the initial inspection required by paragraph (1) of this AD and thereafter the repetitive inspections required by paragraph (2) of this AD, and do the applicable corrective actions defined in paragraph (3) of this AD. (5) Within 90 days after accomplishment of the initial or repetitive inspection required by paragraph (1) or (2) of this AD, report the inspection results, including nil finding, to Airbus. (6) Within 10 years after the effective date of this AD, replace the NLG drag stay lower arm assembly with a serviceable part having improved corrosion protection, in accordance with the instructions of Airbus SB A340-32-5101. (7) Replacement of the NLG drag stay lower arm assembly on an aeroplane as required by paragraph (6) of this AD cancels the requirements of this AD.
Ref. Publications:	Airbus Service Bulletin A340-32-5099 Original issue dated 23 September 2010. Airbus Service Bulletin A340-32-5101 Original issue dated 20 October 2010. 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 required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: Airbus – Airworthiness Office – EAL; E-mail: airworthiness.A330-A340@airbus.com.