


EASA	AIRWORTHINESS DIRECTIVE	
	<p><b>AD No.: 2014-0171R1</b></p> <p><b>Date: 26 January 2015</b></p> <p>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.</p>	
<p>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].</p>		
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A380 aeroplanes</p>	
<p>TCDS Number: EASA.A.110</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2014-0171 dated 18 July 2014.</p>		
<p><b>ATA 52</b></p>	<p><b>Doors – Body Landing Gear Centre Door Hinge Fitting – Inspection</b></p>	
<p>Manufacturer(s): Airbus</p>		
<p>Applicability: Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.</p>		
<p>Reason:</p>	<p>During a scheduled routine maintenance check on an A380 Right Hand (RH) Body Landing Gear (BLG) centre door, one of the two forward hinge fitting lugs was found sheared and separated from the fitting. Based on the laboratory analysis, it has been determined that the fracture mechanism was associated with fatigue phenomenon.</p> <p>This condition, if not detected and corrected, could lead to reduced structural integrity of the BLG centre door hinge fitting, possibly resulting in in-flight loss of a BLG centre door, and consequent injury to persons on the ground.</p> <p>To address this unsafe condition, Airbus issued Service Bulletin (SB) A380-52-8076 to provide instructions to inspect the affected fittings and lugs. Additionally, Airbus developed production modification (mod) 74853 to reinforce the BLG centre door hinge fittings.</p> <p>Consequently, EASA issued AD 2014-0171 to require repetitive High Frequency Eddy Current (HFEC) inspections of the RH and Left Hand (LH) BLG Centre Door Forward (FWD) hinge fitting lugs and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>Since that AD was issued, Airbus issued SB A380-52-8070, making reinforcement of the BLG centre door hinge fittings (equivalent to production</p>	

	<p>mod 74853) available for in service aeroplanes.</p> <p>For the reasons described above, this AD is revised to introduce an optional terminating action for the repetitive HFEC inspections required by this AD. This AD also introduces notes to clarify which BLG Centre doors are, and which are not, affected by the requirements of this AD.</p>						
Effective Date:	<p>Revision 1: 26 January 2015</p> <p>Original Issue : 01 August 2014</p>						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Note 1: For the purpose of this AD, an affected BLG Centre Door has FWD hinge fittings installed having Part Number (P/N) L52882430-00200, or P/N L52882430-00300, or P/N L52882430-00400, or P/N L52882430-00500, or P/N L52882430-00600, or P/N L52882430-00700, or P/N L52882430-00800, or P/N L52882430-00900.</p> <p>Note 2: A BLG Centre door, originally fitted on an aeroplane having Airbus mod 74853 embodied, or on an aeroplane which was modified in service in accordance with Airbus SB A380-52-8070, is not affected by the requirements of this AD.</p> <p>(1) Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 670 flight cycles (FC), accomplish a HFEC inspection of the RH and LH BLG Centre Door FWD hinge fitting lugs in accordance with the instructions of Airbus SB A380-52-8076.</p> <p style="text-align: center;">Table 1 – Initial inspection</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;"><b>Compliance time (whichever occurs later, A or B)</b></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><b>A</b></td> <td>Before exceeding 2 400 FC accumulated by the BLG Centre Door since its first installation on an aeroplane</td> </tr> <tr> <td style="text-align: center;"><b>B</b></td> <td>Within 175 FC after 01 August 2014 [the effective date of the original issue of this AD]</td> </tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, a crack with a length less than or equal to 5 mm is detected, before next flight, accomplish a corrective action specified in paragraph (2.1) or (2.2) of this AD:</p> <p>(2.1) Contact Airbus for approved repair or replacement instructions, and within the compliance time specified in those instructions, accomplish the repair or replacement accordingly, or</p> <p>(2.2) Replace the affected BLG Centre Door FWD hinge fitting with a serviceable part in accordance with the instructions of Airbus SB A380-52-8076.</p> <p>(3) If, during any inspection as required by paragraph (1) of this AD, a crack with a length more than 5 mm is detected, before next flight, replace the affected BLG Centre Door FWD hinge fitting with a serviceable part in accordance with the instructions of Airbus SB A380-52-8076.</p> <p>(4) An aeroplane on which Airbus mod 74853 has been embodied in production is not affected by the requirements of this AD, provided it has been determined that, since the aeroplane first flight, no affected BLG Centre Door (see Note 1) has been installed on that aeroplane.</p> <p>(5) Inspections and corrective actions accomplished before 01 August 2014 [the effective date of the original issue of this AD] in accordance with Airbus Technical Disposition (TD) TD_G1_S4_05971_2014 at Issue A are acceptable to comply with requirements of paragraphs (1), (2) and (3) of this AD. After 01 August 2014 [the effective date of the original issue of this AD], the repetitive inspections must be accomplished in accordance</p>	<b>Compliance time (whichever occurs later, A or B)</b>		<b>A</b>	Before exceeding 2 400 FC accumulated by the BLG Centre Door since its first installation on an aeroplane	<b>B</b>	Within 175 FC after 01 August 2014 [the effective date of the original issue of this AD]
<b>Compliance time (whichever occurs later, A or B)</b>							
<b>A</b>	Before exceeding 2 400 FC accumulated by the BLG Centre Door since its first installation on an aeroplane						
<b>B</b>	Within 175 FC after 01 August 2014 [the effective date of the original issue of this AD]						

	<p>with the instructions of Airbus SB A380-52-8076.</p> <p>(6) Replacement of a BLG Centre Door FWD hinge fitting on an aeroplane, as required by paragraph (2.2) or (3) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.</p> <p>(7) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-52-8070 constitutes terminating action for the repetitive HFEC inspections as required by paragraph (1) of this AD for that aeroplane, provided that, after modification, no affected BLG Centre Door (see Note 1) has been installed on that aeroplane.</p>
Ref. Publications:	<p>Airbus SB A380-52-8076 original issue, dated 03 July 2014.</p> <p>Airbus SB A380-52-8070 original issue, dated 05 November 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>Airbus TD TD_G1_S4_05971_2014 Issue A, dated 20 January 2014.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone : +33 562 110 253; Fax: +33 562 110 307 E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</li> </ol>