



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-024

Issued: 14 February 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A380 aeroplanes

Effective Date: [TBD – standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0251R1 dated 02 November 2017.

ATA 52 – Doors – Auxiliary Wing Landing Gear Doors – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus SB A380-52-8165 (any revision).

The modification SB: Airbus SB A380-52-8170.

Affected part: Right-hand (RH) and left-hand (LH) auxiliary wing landing gear doors (WLGD), having a Part Number (P/N) as listed in Table 1 of this AD.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane that has embodied Airbus



modification (mod) 76693 in production, or the modification SB in service, is a Group 2 aeroplane, provided the aeroplane remains in that configuration.

Reason:

Prompted by an occurrence where, during a scheduled routine maintenance check on an A380 body landing gear door (BLGD), one of the two forward (FWD) hinge fitting lugs was found sheared and separated from the fitting, EASA issued AD 2014-0171 (later superseded by EASA AD 2015-0208) to require repetitive High Frequency Eddy Current (HFEC) inspections of the RH and LH BLGD FWD hinge fitting lugs. Based on laboratory analysis, it was determined that the fracture mechanism was associated with fatigue phenomenon. Within the framework of the investigation of that occurrence, it was determined that the auxiliary WLGD hinge fittings have geometrical features, similar to those of the centre BLGD hinge fittings, and are therefore also subject to reduced fatigue life.

This condition, if not detected and corrected, could lead to reduced structural integrity of the auxiliary WLGD hinge fittings, possibly resulting in in-flight loss of an auxiliary WLGD, and consequent injury to persons on the ground.

To address this unsafe condition, Airbus developed production mod 76693, installing new WLGD with reinforced hinge fittings and counter-fittings, and issued the SB to provide inspection instructions for in-service pre-mod aeroplanes. Consequently, EASA issued AD 2016-0251, requiring repetitive special detailed inspections (SDI, using a HFEC testing method) and detailed inspections (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). That AD was later revised to add reference to the modification SB (in-service embodiment of Airbus mod 76693) as optional terminating action for the repetitive inspections.

Since EASA AD 2016-0251R1 was issued, it was determined that, since the affected parts are subject to removal from one aeroplane and installation on another, the compliance times (threshold, intervals) must address time accumulated by each affected part, not by the aeroplane.

For the reason described above, this AD retains the requirements of EASA AD 2016-0251R1, which is superseded, introduces the new compliance times and expand the Applicability to include post-mod aeroplanes. This AD also prohibits, for aeroplanes in post-mod / post-SB configuration, (re)installation of affected parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Table 1 – Affected Parts (WLGD) P/N

L5288170201200	L5288170201800	L5288170202600
L5288170201300	L5288170201900	L5288170202700
L5288170201400	L5288170202000	L5288170202800
L5288170201500	L5288170202100	L5288170202900
L5288170201600	L5288170202200	L5288170203000
L5288170201700	L5288170202300	L5288170203100



Inspection(s):

- (1) For Group 1 aeroplanes: Before exceeding the threshold and, thereafter, at intervals not to exceed the value defined in Table 2 of this AD, as applicable to aeroplane configuration, accomplish an SDI and DET of the RH and LH inboard hinge fittings of each affected part, and their corresponding counter-fittings, in accordance with the instructions of the SB.

Table 2: Auxiliary WLGD RH/LH Inboard Hinge Fittings Inspection (see Note 1 of this AD)

Aeroplane configuration	Threshold	Interval
Pre-mod 69807	Before exceeding 4 800 flight cycles (FC), or within 380 FC after 29 December 2016 [the effective date of the original issue of EASA AD 2016-0251], whichever occurs later	2 000 FC
Post-mod 69807	Before exceeding 4 800 FC, or within 250 FC after 29 December 2016 [the effective date of the original issue of EASA AD 2016-0251], whichever occurs later	2 800 FC

Note 1: Unless stated otherwise, the FC specified in Table 1 of this AD are those accumulated by the affected part since its first installation on an aeroplane.

Corrective Action(s):

- (2) If, during any inspection (SDI or DET) as required by paragraph (1) of this AD, any crack is detected, before next flight, remove the affected part from the aeroplane and accomplish a repair by replacing the cracked hinge fitting(s) on the affected part, and by replacing the corresponding counter-fitting(s) on the aeroplane with serviceable parts in accordance with the instructions of the SB.

Reporting:

- (3) Within 30 days after accomplishment of an inspection (SDI or DET) as required by paragraph (1) of this AD, report those inspection results (including no findings) to Airbus in accordance with the instructions of the SB.

Terminating Action:

- (4) Repair of an affected part and replacement of the corresponding counter-fittings on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections (SDI or DET), as required by paragraph (1) of this AD for that affected part or that aeroplane.
- (5) Modification of an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Parts Installation:

- (6) For Group 1 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided that the affected part is new, or has passed an inspection (no crack detected) in accordance with the instructions of the SB, or has been repaired as required by paragraph (2) of this AD.



(7) Do not install an affected part on any aeroplane, as required by paragraph (7.1) or (7.2) of this AD, as applicable.

(7.1) For Group 1 aeroplanes: After modification of the aeroplane in accordance with the instructions of the modification SB, as specified in paragraph (5) of this AD.

(7.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus SB A380-52-8165 original issue dated 26 October 2016, or Revision 01 dated 01 June 2017.

Airbus SB A380-52-8170 original issue dated 11 October 2017.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 07 March 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS - EIANA (Airworthiness Office), Telephone: +33 562 110 253; Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

