



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 23-061

**Issued:** 30 May 2023

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 S.A.S.

**Type/Model designation(s):**

A380 aeroplanes

**Effective Date:** [TBD - planned: 7 days after AD issue date]

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2023-0031 dated 08 February 2023.

### ATA 32 – Landing Gear – Body Landing Gear Rear Axle – Replacement

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**Manufacturer(s):**

Airbus

**Applicability:**

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

**Definitions:**

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

**The AOT:** Airbus Alert Operators Transmission (AOT) A32R026-22 Revision 2, which includes references to Collins instructions RDA-SCR004-22 and Collins Aerospace Service Information Letter 02121-32-031.

**Affected part:** Right-hand (RH) and left-hand (LH) body landing gear (BLG) rear axles with a serial number (s/n) identified in Appendix 2 of the AOT, except those which have been overhauled since first installation on an aeroplane, or have passed (no defect found, or defect repaired) an inspection in accordance with the instructions of the AOT. Appendix 2 of the AOT also identifies the MSN of the affected aeroplanes, but that is aeroplane delivery data only, as the BLG may since have been moved to another MSN.



**Serviceable part:** Any RH and LH BLG rear axle with an s/n not listed in Appendix 2 of the AOT, or an affected part which has been overhauled since its first installation on an aeroplane, or an affected part that has passed (no defect found, or defect repaired) an inspection in accordance with the instructions of the AOT.

**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.

**Reason:**

An occurrence was reported where, during a regular walk-around inspection of a stored A380, the LH BLG rear axle was found to have ruptured. The affected aeroplane was delivered (entry into service) in 2012 and had been in storage since March 2020. The initial inspection of the damaged part determined that failure of the axle occurred through the bogie pivot pin bore, where corrosion was identified. In addition, several instances were identified of degradation of the protective coating and subsequent corrosion within the aft axle bore which would require a repair to restore serviceability. Further investigation into the cause(s) of the event is on-going.

This condition, if not detected and corrected, could lead to failure of a BLG rear axle, with consequent detachment of the BLG wheel assembly during take-off, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus and Collins Aerospace, the BLG rear axle manufacturer, developed instructions to identify and replace the affected parts and Airbus issued AOT A32R026-22 (original issue) to provide those instructions. Consequently, EASA issued AD 2022-0075 to require removal from service of all affected parts for the purpose of in-shop inspection, and replacement with serviceable parts. That AD also prohibited (re)installation of an affected part.

After that AD was issued, further information identified more BLG rear axles affected by this safety issue. In addition, certain compliance times have been extended. Consequently, EASA issued AD 2023-0031, retaining the requirements of EASA AD 2022-0075, which was superseded, amending some compliance times and introducing additional BLG rear axles (s/n) as affected parts.

Since that AD was issued, it was found that, between the original issue and Revision 1 of Airbus AOT A32R026-22, 26 BLG rear axles (s/n) were inadvertently omitted. These have now been reintroduced by issuance of the AOT, as defined in this AD.

For the reason describe above, this AD retains the requirements of EASA AD 2023-0031, which is superseded, reintroducing the s/n of additional BLG rear axles as affected parts.

This AD is still considered to be an interim action and further AD action may follow.



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

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) For Group 1 aeroplanes: Before Return To Service (“Prior RTS”), or within 6 or 12 months after 15 February 2023 [the effective date of EASA AD 2023-0031], as applicable to BLG rear axles with an s/n specified in Appendix 2 of Airbus AOT A32R026-22 at Revision 1, replace each affected part with a serviceable part.

For Group 1 aeroplanes: Before Return To Service (“Prior RTS”), or within 6 or 12 months after the effective date of this AD, as applicable to BLG rear axles with an s/n specified in Appendix 2 of the AOT as ‘S/N Reintroduced’, replace each affected part with a serviceable part.

Where Appendix 2 of the AOT indicates a compliance time ‘Prior RTS’ for an affected part, this is a reflection of the fact that the BLG rear axle is installed on an aeroplane that is currently out of service (parked/stored).

**Part(s) Installation:**

- (2) Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After removal of each affected part from the aeroplane as required by paragraph (1) of this AD.

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

**Ref. Publications:**

Airbus AOT A32R026-22 Revision 1 dated 06 February 2023 and Revision 2 dated 22 March 2023.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 13 June 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS S.A.S. - 1IANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

