

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0226 Date: 29 October 2012 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 EU 748/2012, Part 21.A.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].	
Design Approval Holder's Name: Airbus	Type/Model designation(s): A380 aeroplanes
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None
ATA 92	Electric and Electronic Common Installation – EN6049 Sleeve / Backshell Tightening in Landing Gear Bays – Inspection / Rework
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842, and A380-861 aeroplanes, manufacturer serial numbers 0003, 0005 through 0017 inclusive, 0019 through 0023 inclusive, 0025 through 0030 inclusive, 0033 through 0035 inclusive, 0038, 0040 through 0052 inclusive, 0055 through 0058 inclusive, 0061, 0062, 0064, 0066 and 0069.
Reason:	One Airbus A380 operator reported a defect on the wing landing gear (WLG) freefall Channel B. The result of the subsequent investigation revealed that there is a potential of incorrect installation of the EN6049 split sleeve conduit at proximity sensors backshell level and chaffing has been identified on the WLG freefall unlock actuator harness at connector level. After visual checks in the other landing gear bays, chaffing risks were identified on several connectors, up-lock sensors and proximity sensors of the landing gear doors. This condition, if not detected and corrected, could result in an electrical short circuit and potential loss of landing gear functionalities. To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-92-8059 which contains instructions to inspect the wiring of the affected proximity sensors. For the reasons described above, this AD requires a one-time detailed visual inspection (DVI) of the EN6049 Sleeve/Backshell Tightenings in landing gear bays and, depending on findings, rework of the electrical installation.
Effective Date:	12 November 2012

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 24 months after the effective date of this AD, perform a DVI of the EN6049 Sleeve/Backshell Tightenings in Nose, Wing and Body Landing Gear Bay, Left Hand and Right Hand, in accordance with the instructions of Airbus SB A380-92-8059. (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancies as identified in Airbus SB A380-92-8059 are detected, before next flight, accomplish applicable corrective actions in accordance with the instructions of Airbus SB A380-92-8059.
Ref. Publications:	Airbus SB A380-92-8059 original issue dated 05 April 2012. The use of later approved revisions of this document 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. This AD was posted on 24 September 2012 as PAD 12-123 for consultation until 22 October 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562110253 ; Fax: +33 562 110 307. E-mail: account.airworth-A380@airbus.com, Nabil.Tahiri@airbus.com and Sandra.Cuiec@airbus.com.