

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-123 Date: 24 September 2012 Note: This Proposed Airworthiness Directive (PAD) 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.
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 closing date indicated.	
Design Approval Holder's Name: Airbus	Type/Model designation(s): Airbus 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:	[TBD: 14 days after final AD issue date]

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 Service Bulletin 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. This Proposed AD will be closed for consultation on 22 October 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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.