

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 12-145 Date: 19 November 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): A380 aeroplanes
TCDS Number: EASA.A.110		
Foreign AD: Not applicable		
Supersedure: None		
ATA 29	Hydraulic Power – Hydraulic Power Accumulator – Replacement	
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.	
Reason:	During a fatigue cycling test on the hydraulic power (HP) accumulator, a failure occurred in an unusual, sudden rupture mode. The HP accumulator developed a fatigue crack on the full circumference (360°) starting at the electron beam (EB) weld root. The result of the subsequent investigation revealed that a change occurred in the HP accumulator manufacturing process in May 2009, which led to narrower accumulator weld width. The accumulator manufacturer (Eaton) introduced a new inspection procedure to prevent delivery of HP accumulators with narrowed weld width. However, for some parts with part number (P/N) 299000-1, manufactured since 2009, the original cyclic life can no longer be supported. This condition, if not corrected, could lead to accumulator burst and consequent fuselage structure damage, possibly resulting in decompression of the aeroplane and injury to occupants. To address this unsafe condition, Airbus issued a Service Bulletin (SB) A380-29-8018 to provide instruction for replacement of affected HP accumulator. For the reasons described above, this AD requires the replacement of the affected HP accumulator before the compliance time as identified by this AD.	

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 the compliance time as defined in Table 1 of this AD, depending on part configuration, or within 20 days after the effective date of this AD, whichever occurs later, replace the HP accumulator having P/N 299000-1 and serial number (S/N) listed in Appendix 1 of this AD with a serviceable part in accordance with the instructions of Airbus SB A380-29-8018. Table 1: HP accumulator P/N 299000-1 replacement compliance time <table border="1"> <thead> <tr> <th>Affected HP accumulator configuration</th><th>Compliance time, since first installation of the part on an aeroplane</th></tr> </thead> <tbody> <tr> <td>HP accumulator having S/N listed in appendix 1 of this AD and without a yellow and pink dot of paint on the identification label</td><td>750 flight cycles (FC) or 6 200 flight hours (FH), whichever occurs first</td></tr> <tr> <td>HP accumulator having S/N listed in appendix 1 of this AD and with a yellow or a pink dot of paint on the identification label</td><td rowspan="2">4 275 FC or 35 600 FH, whichever occurs first</td></tr> <tr> <td>HP accumulator having S/N starting from 02122990 inclusive</td></tr> </tbody> </table> (2) From the effective date of this AD, do not install on an aeroplane a HP accumulator, as listed in Appendix 1 of this AD, unless in compliance with the requirements of this AD.	Affected HP accumulator configuration	Compliance time, since first installation of the part on an aeroplane	HP accumulator having S/N listed in appendix 1 of this AD and without a yellow and pink dot of paint on the identification label	750 flight cycles (FC) or 6 200 flight hours (FH), whichever occurs first	HP accumulator having S/N listed in appendix 1 of this AD and with a yellow or a pink dot of paint on the identification label	4 275 FC or 35 600 FH, whichever occurs first	HP accumulator having S/N starting from 02122990 inclusive
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HP accumulator having S/N starting from 02122990 inclusive								
Ref. Publications:	Airbus SB A380-29-8018 original issue 23 December 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.							
Remarks:	- This Proposed AD will be closed for consultation on 17 December 2012. - Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. - For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone : +33 562 110 253 ; Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com, nabil.tahiri@airbus.com and sandra.cuiec@airbus.com.							

Appendix 1 - Affected P/N 299000-1 HP accumulators, identified by S/N (first 4 digits is sequential number)

01512990
01522990
01532990
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01782990
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01832990
01852990
01862990
01962990
02062990
02082990
02092990
02112990
02122990 inclusive and above