

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-103</p> <p>Date: 24 July 2013</p> <p>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.</p>
<p>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.</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A380 aeroplanes
TCDS Number: EASA.A.110	
Foreign AD: Not applicable	
Supersedure: None	
ATA 57	Wings – Droop Nose 1 and 2 Hinge Arm Knuckled Connection – Inspection / Replacement
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN): 0003, 0005 through 0017 inclusive, 0019 through 0023 inclusive, 0025 through 0030 inclusive, 0033, 0034, 0038 through 0051 inclusive, 0056, 0057, 0059, 0069 and 0070.
Reason:	<p>During the A380 final assembly process, several cases of incorrect bushing and bolt installation, at the forward lower attachment of wing leading edge droop nose 1 (hinge arms 1 through 4) and droop nose 2 (hinge arm 5 through 8) knuckle interface connection, were identified. Subsequent investigation results identified a deficient assembly process as the origin for this deviation from the approved design of the affected interface connection. The MSN of aeroplanes that may be affected by this deviation have been identified.</p> <p>This condition, if not detected and corrected, could cause deformation and fatigue damage to the hinge arm forks, leading to in-flight loss of the droop nose and possibly resulting in damage to the tail plane and/or injury to persons on the ground.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-57-8088 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time Detailed Visual Inspection (DVI) of the hinge arms 1 through 8 knuckled connection at droop nose 1 and droop nose 2 on the Left Hand (LH) and Right Hand (RH) wings and, depending on findings, accomplishment of applicable corrective action(s).</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 4 400 flight cycles since aeroplane first flight, perform a DVI of each hinge arm 1 to 8 assembly at droop nose 1 and 2 on the LH and RH wings to measure the gap between the bolt head and bushing at the lower forward bolt of the knuckle interface connection in accordance with the instructions of Airbus SB A380-57-8088. (2) If, during the DVI, as required by paragraph (1) of this AD, the gap of any hinge arm between the bolt head and bushing at the lower forward bolt of the knuckle interface connection is less than or equal to 0.10 mm, and visible damage is detected at the affected hinge arm, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair accordingly. (3) If, during the DVI, as required by paragraph (1) of this AD, the gap of any hinge arm between the bolt head and bushing at the lower forward bolt of the knuckle interface connection is less than or equal to 0.10 mm, and no visible damage is detected at the affected hinge arm, before next flight, replace the affected hinge arm, bolts and bushings at the affected hinge arm with a serviceable parts in accordance with the instructions of Airbus SB A380-57-8088. <p>Note: If, during the DVI of the hinge arm as required by paragraph (1) of this AD, the gap of more than 0.10 mm is detected, no further action is required for this hinge arm.</p>
Ref. Publications:	<p>Airbus SB A380-57-8088 original issue dated 09 July 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 21 August 2013. 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) E-mail: account.airworth-A380@airbus.com.