European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2023-0023

Issued: 26 January 2023

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301 or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303 or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A380 aeroplanes

Effective Date: 09 February 2023

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Nose Landing Gear Sliding Tubes – Replacement

---

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

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

The SB: SAFRAN Landing Systems S.A.S. Service Bulletin (SB) No. 740-32-041.

Affected part: Nose landing gear (NLG) sliding tubes, having Part Number 50-2004248-00, and a serial number as identified in section 1.A.(1) of the SB.

Reason:

Occurrences were reported where, following electrolytic stripping of the high velocity oxygen fuel coating, burns were found on the tow fitting lugs of certain NLG sliding tubes. Investigation showed that these were due to loss of contact between the towing lug and electrical contact tooling, inducing local overcurrent and arc burning.

This condition, if not detected and corrected, could lead to crack initiation and subsequent failure of the affected part, possibly resulting in NLG collapse with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, SAFRAN Landing Systems identified the affected parts and published the SB, as defined in this AD, providing inspection and rework instructions.

For the reason described above, this AD requires removal from service of each affected part for the purpose of in-shop inspection and rework or repair, as necessary.

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

Required as indicated, unless accomplished previously:

Replacement:

(1) Before exceeding 10 000 flight cycles since first installation of an affected part on an aeroplane, remove that affected part from service for the purpose of in-shop inspection (and rework or repair, as necessary) in accordance with the instructions of section 3 of the SB.

Part Installation:

(2) From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that, before installation, the part has passed an inspection (no defects found, or defects reworked or repaired) in accordance with the instructions of section 3 of the SB.

Ref. Publications:

SAFRAN Landing Systems SB No. 740-32-041 original issue dated 30 November 2022.

The use of later approved revisions of the above-mentioned 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 22 December 2022 as PAD 22-184 for consultation until 19 January 2023. No comments were received during the consultation period.

2. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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 AD, please contact: AIRBUS SAS – 1IANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com;

   or contact SAFRAN Landing Systems, Inovel Parc Sud – 7, rue Général Valérie André, 78140 VELIZY-VILLACOUBLAY – France, Telephone: +33 (0) 1 46 29 81 00, E-mail: pselgi.vel.sls@safrangroup.com.