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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2011-0013R1</p> <p>Date: 27 March 2012</p> <p>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 the Regulation.</p> |
| <p>This AD is issued in accordance with EC 1702/2003, Part 21A.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].</p> | |
| Type Approval Holder's Name : | Type/Model designation(s) : |
| AIRBUS | A380 aeroplanes |
| TCDS Number: | EASA.A.110 |
| Foreign AD: | Not applicable |
| Revision: | This AD revises EASA AD 2011-0013 dated 21 January 2011. |
| ATA 53 | Fuselage – Wing-To-Body Fairing Support Structure – Inspection / Replacement / Repair |
| Manufacturer(s): | Airbus (formerly Airbus Industrie) |
| Applicability: | Airbus A380-841, A380-842, and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification 71346 has been embodied in production. |
| Reason: | <p>One A380 aeroplane operator reported that, during a belly fairing panel removal due to a damaged seal, the support structure of panel 195DT/196DT and panel 195ET/196ET at frames (FR) 48, FR50, FR52 and FR54 was found cracked or broken. The results of subsequent investigations indicated that the root cause is fatigue related, due to an unexpected bending moment and also stress corrosion at FR54.</p> <p>This condition, if not detected and corrected, could lead to the in-flight loss of the affected support structure and/or (parts of) panels, potentially resulting in injuries to persons on the ground.</p> <p>For the reasons described above, the original issue of this AD required detailed visual inspections (DVI) of the affected structure parts to detect cracks or damages, the reporting of the inspection results and the accomplishment of the applicable corrective actions.</p> <p>Since issuance of the original issue of this AD, Airbus developed reinforced webs and fittings of the wing-to-body fairing support structure at FR48, FR50, FR52 and FR54, to ensure the structural integrity of this area.</p> <p>Revision 1 of this AD is issued to introduce the installation of reinforced webs and fittings of the wing-to-body fairing support structure at FR48/50/52/54 as an optional terminating action for the repetitive inspections required by this AD.</p> |

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| Effective Date: | Revision 1 : 03 April 2012 Original Issue : 04 February 2011 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Before the accumulation of 8 000 flight hours (FH) since the aeroplane first flight, or within 1 000 FH after 04 February 2011 [the effective date of the original issue of this AD], whichever occurs later, and in accordance with the instructions of Airbus All Operators Telex (AOT) 380-53A8028, perform a DVI on the left-hand and right-hand sides of : <ul style="list-style-type: none"> - Webs to fuselage attachment, webs and webs to belly fairing panel attachment at FR48, FR50, FR52 and FR54 (Forward (FWD) side) - Sewing angle and sewing angle to fuselage attachment from FR 46 to FR 54 - Fittings at FR48, FR50, FR52 and FR54 (FWD fittings). (2) Thereafter, repeat the inspections defined in paragraph (1) of this AD at intervals not to exceed 3 000 FH from the last inspection. (3) In case of discrepancies detected during the inspections required by paragraphs (1) or (2) of this AD, before next flight : <ul style="list-style-type: none"> - replace the affected cracked or damaged parts with serviceable parts in accordance with the instructions of Airbus AOT 380-53A8028 or - contact Airbus to get further repair instructions and apply the associated instructions in accordance with the approved data provided. (4) After replacement or repair of an affected part as required by paragraph (3) of this AD, the initial inspection of this part is required within 8 000 FH after the replacement or repair. Thereafter, repeat the inspection as required by paragraph (2) of this AD, and do any applicable corrective action as required by paragraph (3) of this AD. (5) Within 10 days after accomplishment of each inspection as required by paragraphs (1) and (2) of this AD, report the results, including no findings, to Airbus. (6) Modification of an aeroplane, by installation of reinforced webs and fittings in accordance with the instructions of Airbus Service Bulletin (SB) A380-53-8030, constitutes terminating action for the inspections required by paragraphs (1) and (2) of this AD. |
| Ref. Publications: | <p>Airbus AOT A380-53A8028 at original issue dated 02 December 2010. Airbus SB A380-53-8030 at original issue dated 26 August 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| Remark: | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this EAD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 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 or Nicolas.Cordeau@airbus.com. |