


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<b>EASA PAD No. 12-014</b> <b>[Published on the 15 February 12 and officially closed for comments on the 14 March 12]</b>

**Commenter 1: Emirates Airline – Alan Woods – 13.03.12**
**Comment # 1**

“Having reviewed the subject PAD, Emirates Engineering have the following comments:

Within ‘Reason’ Para (Page 1) final sentence PAD states:

“For the reasons described above, this AD requires the replacement of the affected six aluminium rivets with six hi-lite titanium fasteners.”

This statement seems confusing as of course a total of 12 rivets require replacement (6 L/H & 6 R/H). This is better stated in the first sentence of the same ‘Reason’ Para, as L/H & R/H are included:

“During an engineering review, it has been identified that six aluminium rivets which have been used at the junction of fuselage stringer (STGR) 21 Left Hand (LH) and Right Hand (RH) and frame (FR) 0 are not in compliance with the certification requirements.”

Emirates suggested revised wording would read:

“For the reasons described above, this AD requires the replacement of the affected total of twelve aluminium rivets (six L/H & 6 R/H) with twelve (six L/H & 6 R/H) hi-lite titanium fasteners.””

**EASA response:**

**EASA agrees with the submitted comment and have incorporated changes as follow:**

**The following amendment to the AD text is proposed:**

**“Reason :**

**“During an engineering review of the nose fairing sub-structure , it was identified, that right hand side (LHS) and left hand side (RHS) stabilizing webs between Stringer 21 and Frame0 have been fastened with aluminium rivets Dia. 4.0 mm to the fuselage stringers (STGR) 21.**

**. The 12 aluminium rivets (6 rivets at the stabilizing web / STGR 21 junction LHS, 6 rivets at stabilizing web / STGR 21 junction RHS) are not compliant to the certification requirement.**

**This condition, if not corrected, could lead to in-flight loss of the radome in case of rapid decompression, potentially resulting in injuries to persons on the ground and could adversely affect the structural integrity of the aeroplane.**

**To address this unsafe condition Airbus has developed the modification 72043, embodied on aeroplanes in production, and has published the Service Bulletin (SB) A380-53A8044 with instructions to retrofit aeroplanes in-service.**

**For the reasons described above, this AD requires the replacement of the affected 12 aluminium rivets with 12 Hi-lite titanium fasteners (6 LHS and 6 RHS).**

**“Required action(s)and Compliance time(s)**

**Required as indicated, unless accomplished previously:**

**Within 8 months after the effective date of this AD, replace on the Nose fairing substructure, the 12 aluminium rivets (6 LHS and 6 RHS) at the stabilizing web / STGR 21 junction, with Hi-lite titanium fasteners, in accordance with the instructions of Airbus SB A380-53A8044.”**