

## Airworthiness Directive

**AD No.:** 2019-0220R1

**Issued:** 17 December 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A380 aeroplanes

**Effective Date:** Revision 1: 24 December 2019  
 Original issue: 19 September 2019

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2019-0220 dated 05 September 2019.

### ATA 53 – Fuselage – Rear Cone Frame Feet 102/103 – Modification

#### Manufacturer(s):

Airbus

#### Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes that have embodied Airbus modification (mod) 77936 or mod 77140 in production.

#### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A380-53-8183.

#### Reason:

During structural analysis conducted on the section 19 skin-to-frame (FR) attachment of an A380 aeroplane, it was demonstrated that the current thickness of the foot of FR102, between stringer (STGR) 19 and STGR 20, both left-hand (LH) and right-hand (RH) sides of the fuselage, is unable to withstand ultimate load under the most severe thermo-mechanical load case. From fatigue and damage tolerance analysis, the study revealed that the current thickness of the feet of FR102 and FR103 at the same location between STGR 19 and STGR 20 LH/RH, are unable to reach the design service goal of the aeroplane.

This condition, if not corrected, would affect the structural integrity of the aeroplane.

To address this unsafe condition, Airbus issued the SB to provide instructions to reinforce the fuselage rear cone skin-to-frame attachment feet at FR102 and FR103 between STGR 19 and STGR 20, both LH and RH sides of the fuselage, by installing machined washers. Consequently, EASA issued AD 2019-0220 to require a modification of the fuselage rear cone.

Since that AD was issued, Airbus developed and introduced mod 77140, which provides equivalent safety to mod 77936, on the production line. This AD is revised accordingly, excluding these aeroplanes from the Applicability.

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

Required as indicated, unless accomplished previously:

#### Modification:

Within the compliance time(s) specified in Table 1 of this AD, modify the fuselage rear cone in accordance with the instructions of the SB.

Table 1 – Modification

Compliance Time (whichever occurs first, A or B)	
<b>A</b>	Before exceeding 9 000 flight cycles or 66 300 flight hours, whichever occurs first since aeroplane first flight
<b>B</b>	Within 42 months after 19 September 2019 [the effective date of the original issue of this AD]

#### Ref. Publications:

Airbus SB A380-53-8183 original issue dated 23 July 2019.

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. The original issue of this AD was posted on 26 July 2019 as PAD 19-145 for consultation until 23 August 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. 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](#).



5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

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