

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-074 Date: 02 June 2015 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.
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.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A380 aeroplanes
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None
ATA 53	Fuselage – Belly Fairing Struts / Fittings in Fuselage Wall at Frame 72 – Inspection / Modification
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 74639 has been embodied in production.
Reason:	During the certification process of Airbus mod 74639, it was determined that incorrect fatigue load values were used to certify the struts and fittings located in the belly fairing wall at Frame (FR) 72 stringer (STR)2 and STR5 on the left hand (LH) and right hand (RH) sides. Consequently, the fatigue life and associated inspection intervals have been re-calculated to reflect the corrected fatigue loads, which affects the belly fairing struts and fittings located at the FR 72 wall of all aeroplanes, both pre- and post-mod 71223. This condition, if not detected and corrected, could affect the structural integrity of the belly fairing at FR 72, possibly resulting in in-flight loss of part(s) of the belly fairing structure and consequent injury to persons on the ground. To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-53-8097, to provide inspection instructions, and SB A380-53-8098, to provide reinforcement instructions for the affected structural area. For the reasons described above, this AD requires repetitive inspections of the affected belly fairing area on the LH and RH sides and, depending on findings, reinforcement of the affected structure at the belly fairing struts and fittings attached to the wall at FR72. This AD also introduces that reinforcement, in case of no findings, as an optional terminating action for the required repetitive inspections.

Effective Date:	[TBD: 14 days after final AD issue date]														
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the threshold as specified in Table 1 of this AD, as applicable, depending on aeroplane configuration, since first flight of the aeroplane, or since the last replacements of the fork fittings and struts FR72 at STR2 and the fork fittings and struts FR72 at STR5, both LH and RH side with pre-mod 74639 parts (full set), or within 350 flight cycles (FC) after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed the value as defined in Table 2 of this AD, as applicable to the selected inspection method (see Note), inspect the strut and fork fitting at FR72-STR 2 and FR72-STR5, both LH and RH sides, in accordance with the instructions of Airbus SB A380-53-8097. Note: The operator may choose accomplishment of the inspection using either Detailed Visual Inspection (DET) or High Frequency Eddy Current Inspection (HFEC) or Rototest Inspection method. Table 1 – Inspection Threshold <table border="1"> <thead> <tr> <th>Affected Aeroplanes (configuration)</th><th>Compliance Time</th></tr> </thead> <tbody> <tr> <td>Pre-mod 71223</td><td>3 750 FC</td></tr> <tr> <td>Post-mod 71223</td><td>1 200 FC</td></tr> </tbody> </table> Table 2 – Inspection Method and Related Interval <table border="1"> <thead> <tr> <th>Inspection Method</th><th>Interval (not to exceed)</th></tr> </thead> <tbody> <tr> <td>DET</td><td>480 FC</td></tr> <tr> <td>HFEC without removal of associated fasteners</td><td>1 000 FC</td></tr> <tr> <td>Rototest, or HFEC with removal of associated fasteners</td><td>3 190 FC for pre-mod 71223 aeroplanes or 1 800 FC for post-mod 71223 aeroplanes</td></tr> </tbody> </table> (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, accomplish all applicable corrective actions in accordance with the instructions of Airbus SB A380-53-8097. (3) Accomplishment of corrective actions on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane. (4) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-53-8098 constitutes terminating action for the initial and repetitive inspections as required by paragraph (1) of this AD for that aeroplane, regardless of the selected inspection method.	Affected Aeroplanes (configuration)	Compliance Time	Pre-mod 71223	3 750 FC	Post-mod 71223	1 200 FC	Inspection Method	Interval (not to exceed)	DET	480 FC	HFEC without removal of associated fasteners	1 000 FC	Rototest, or HFEC with removal of associated fasteners	3 190 FC for pre-mod 71223 aeroplanes or 1 800 FC for post-mod 71223 aeroplanes
Affected Aeroplanes (configuration)	Compliance Time														
Pre-mod 71223	3 750 FC														
Post-mod 71223	1 200 FC														
Inspection Method	Interval (not to exceed)														
DET	480 FC														
HFEC without removal of associated fasteners	1 000 FC														
Rototest, or HFEC with removal of associated fasteners	3 190 FC for pre-mod 71223 aeroplanes or 1 800 FC for post-mod 71223 aeroplanes														
Ref. Publications:	Airbus SB A380-53-8097 original issue dated 18 March 2015. Airbus SB A380-53-8098 original issue dated 18 March 2015. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.														
Remarks:	1. This Proposed AD will be closed for consultation on 30 June 2015.														

	2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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), Telephone : +33 562 110 253 ; Fax: +33 562 110 307 E-mail: account.airworth-A380@airbus.com
--	---