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| EASA | AIRWORTHINESS DIRECTIVE |
|  | AD No.: 2015-0197 Date: 30 September 2015 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 that Regulation. |
| This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption]. | |
| 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 – Frame 74 to 90 / Shim Sheet on Section 18.1 – Inspection / Repair |
| Manufacturer(s): | Airbus |
| Applicability: | Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0003, MSN from 0005 to 0017 inclusive, MSN from 0019 to 0023 inclusive, MSN from 0025 to 0031 inclusive, MSN from 0033 to 0036 inclusive, MSN from 0038 to 0052 inclusive, MSN from 0054 to 0059 inclusive, MSN from 0061 to 0090 inclusive, MSN from 0092 to 0096 inclusive, MSN from 0098 to 0101 inclusive, MSN 0103, MSN from 0105 to 0112 inclusive, MSN 0114, MSN from 0120 to 0122 inclusive and MSN 0126. |
| Reason: | <p>Results of an internal investigation determined that shims with incorrect thickness may have been installed on certain A380 aeroplanes in the coupling area of the longitudinal joint between frame (FR) 74 and FR 90, from stringer (STGR) 67 left-hand (LH) to STGR 68 right-hand (RH). Whereas the design specification allows installation of affected shims with thickness up to 2.0 mm (0.079 in.), in some areas shims with thickness of 2.5 mm (0.098 in.) have been found installed. This design non conformity results in a reduction of the Design Service Goal for the affected area.</p> <p>This condition, if not detected and corrected, would affect the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-53-8095, to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time detailed inspection (DET) to verify the thickness of the installed shims within the affected couplings areas, and, depending on findings, replacement of the</p> |

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| | fasteners. |
| Effective Date: | 14 October 2015 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <p>(1) Before exceeding 7 600 flight cycles since aeroplane first flight, accomplish a DET of the shim thickness at the frame coupling of the longitudinal joint between FR 74 and FR 90, from STGR 67 LH to STGR 68 RH, in accordance with the instructions of Airbus SB A380-53-8095.</p> <p>Note: If, during the DET as required by paragraph (1) of this AD, no shim is found to be installed at the frame coupling of the longitudinal joint between FR 74 and FR 90, from STGR 67 LH to STGR 68 RH, no further action is required for that coupling.</p> <p>(2) If, during the DET as required by paragraph (1) of this AD, any discrepancy is detected, as defined in Airbus SB A380-53-8095, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A380-53-8095.</p> |
| Ref. Publications: | <p>Airbus SB A380-53-8095 original issue dated 22 July 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> |
| Remarks: | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 25 August 2015 as PAD 15-110 for consultation until 22 September 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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 : +33 562 110 253 ; Fax: +33 562 110 307 E-mail: account.airworth-A380@airbus.com. |