Airworthiness Directive

AD No.: 2015-0197R1

Issued: 08 March 2021

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: 15 March 2021 Original issue: 14 October 2015
TCDS Number(s):	EASA.A.110
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2015-0197 dated 30 September 2015.

ATA 53 – Fuselage – Frame 74 to 90 / Shim Sheet on Section 18.1 – Inspection / Repair

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Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0003, MSN 0005 to 0017 inclusive, MSN 0019 to 0023 inclusive, MSN 0025 to 0031 inclusive, MSN 0033 to 0036 inclusive, MSN 0038 to 0052 inclusive, MSN 0054 to 0059 inclusive, MSN 0061 to 0090 inclusive, MSN 0092 to 0096 inclusive, MSN 0098 to 0101 inclusive, MSN 0103, MSN 0105 to 0112 inclusive, MSN 0114, MSN 0120 to 0122 inclusive and MSN 0126.

Definitions:

For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A380-53-8095.

Reason:

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 FR90, from stringer (STGR) 67 left-hand (LH) to STGR68 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.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions.

For the reasons described above, EASA issued AD 2015-0197 to require 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 fasteners.

Prompted by the results of a recent analysis, this AD is revised to extend the compliance time.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before exceeding 8 800 flight cycles since aeroplane first flight, accomplish a DET of the shim thickness at each frame coupling of the longitudinal joint between FR74 and FR90, from STGR67 LH to STGR68 RH, in accordance with the instructions of the SB.

Note: If, during the DET as required by paragraph (1) of this AD, no shim is found to be installed at any frame coupling of the longitudinal joint between FR74 and FR90, from STGR67 LH to STGR68 RH, no further action is required for that coupling.

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A380-53-8095 original issue dated 22 July 2015, or Revision 01 dated 12 June 2017, or Revision 02 dated 28 January 2021.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. 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.