

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-110</p> <p>Date: 25 August 2015</p> <p>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.</p>
<p>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.</p>	
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, all manufacturer serial numbers.
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 fasteners.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before exceeding 7 600 flight cycles or 144 months, whichever occurs first 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. (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.
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. This Proposed AD will be closed for consultation on 22 September 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.