



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-046**

**Issued: 27 March 2018**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 date indicated..

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A380 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 54 – Nacelles / Pylons – Inner J-Ring and V-Groove Interface – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-861 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A380-78-8012 original issue, dated 13 December 2017.

**Reason:**

On an A380 aeroplane powered with GP7200 engines, unusual interface wear damage was found on the Thrust Reverser Unit (TRU)/Fan Exhaust Cowl (FEC) inner J-ring. This damage was observed all around the inner J-ring, but mainly around the 3 and 9 o'clock positions. The function of the TRU/FEC inner J-ring (nacelle side) and inner V-groove (engine fan case side) assembly is to transfer both radial and axial loads from the nacelle structure to the engine fan case structure in some load cases. Current in-service experience indicates that, due to normal vibrations, the J-ring and the V-groove experience sliding contacts and associated fretting wear.



This condition, if not detected and corrected, could lead to loss of the axial load path of the TRU and Fixed Fan duct, possibly reducing the structural integrity of the engine.

To address this potential unsafe condition, ensuring that any damage of the inner J-ring is detected in time and repaired appropriately, Airbus developed an inspection programme based on repetitive detailed inspections (DET) and published the SB accordingly.

For the reasons described above, this AD requires repetitive DET of the inner J-Ring and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### Repetitive Inspections:

- (1) Within the compliance time, and, thereafter, at intervals not to exceed the value(s), as defined in Table 1 of this AD, as applicable, accomplish a DET of the inner J-ring in accordance with the instructions of the SB.

Table 1 – Inner J-Ring Inspection Threshold and Intervals

Aeroplane Configuration	Compliance Time		Inspection Interval
Pre-mod 77228	(whichever occurs later, <b>A</b> or <b>B</b> )		1 250 FC or 24 months, whichever occurs first
	<b>A</b>	Before exceeding 3 750 flight cycles (FC) or 72 months, whichever occurs first since the aeroplane first flight	
	<b>B</b>	Within 1 250 FC or 24 months, whichever occurs first after the effective date of this AD	
Post-mod 77228	Within 4 000 FC since the aeroplane first flight, or after Engine Alliance SB EAGP7-72-338 embodiment (on all engines), as applicable		4 000 FC

#### Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any damage is detected on the inner J-ring, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

#### Optional Modification:

- (3) Modification of all engines on a pre-mod 77228 aeroplane in accordance with the instructions of Engine Alliance SB No. EAGP7-72-338 allows the DET interval to be extended to 4 000 FC, as specified in Table 1 of this AD.

#### Terminating Action:

- (4) None.



**Ref. Publications:**

Airbus SB A380-78-8012 original issue, dated 13 December 2017.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Engine Alliance SB No. EAGP7-72-338 dated 18 August 2017.

**Remarks:**

1. This Proposed AD will be closed for consultation on 24 April 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-A380@airbus.com).

