



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-156**

**Issued: 14 November 2018**

Note: This Proposed Airworthiness Directive (PAD) 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.

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 57 – Wings – Frame 56 Vertical Cruciform Fittings – Inspection / Modification

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**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 75132 or mod 75442 has been embodied in production.

**Definitions:**

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

**The inspection SB:** Airbus Service Bulletin (SB) A380-57-8136.

**The applicable modification SB:** Airbus SB A380-57-8137 and SB A380-57-8139 (for right-hand (RH) side), as applicable; and SB A380-57-8138 and SB A380-57-8140 (for left-hand (LH) side), as applicable.

**Affected locations:** Vertical cruciform fittings at fuselage (center wing box) frame (FR) 56, LH and RH sides.



**Reason:**

During full scale fatigue testing of the A380 aeroplane, cracks were detected on a vertical cruciform fitting at fuselage FR56. The results of the subsequent investigations determined that the subject cracks were fatigue related and initiated by high local stress.

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

To address this potential unsafe condition, Airbus issued the inspection SB to provide inspection instructions for the affected locations. Airbus also published the modification SB, providing instructions to modify affected aeroplanes.

For the reasons described above, this AD requires a one-time special detailed inspection (SDI) of the affected locations and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires modification of affected aeroplanes.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Before exceeding 8 000 flight cycles or 59 000 flight hours, whichever occurs first since aeroplane first flight, accomplish an SDI of the affected locations in accordance with the instructions of the inspection SB.

**Corrective Action(s):**

- (2) If, during the SDI as required by paragraph (1) of this AD, any crack is found, before next flight, depending on crack depth, modify the aeroplane in accordance with the instructions of the applicable modification SB, as defined in Table 1 of this AD, or contact Airbus for approved repair instructions and, within the compliance time as specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.

Table 1 – Modification

Crack Depth	RH/LH	Instructions
1 mm or less	RH	SB A380-57-8137
	LH	SB A380-57-8138
4 mm or less, but more than 1 mm	RH	SB A380-57-8139
	LH	SB A380-57-8140
More than 4 mm	RH or LH	Airbus Instructions

**Modification:**

- (3) If, during the SDI as required by paragraph (1) of this AD, no crack or other damage is found on either RH side or LH side, or both, before next flight, modify the aeroplane in accordance with the instructions of Airbus SB A380-57-8137 (RH side) and/or SB A380-57-8138 (LH side), as applicable.



**Ref. Publications:**

Airbus SB A380-57-8136 original issue dated 24 October 2018.

Airbus SB A380-57-8137 original issue dated 24 October 2018.

Airbus SB A380-57-8138 original issue dated 24 October 2018.

Airbus SB A380-57-8139 original issue dated 24 October 2018.

Airbus SB A380-57-8140 original issue dated 24 October 2018.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 12 December 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS - 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).

