



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-008

Issued: 17 January 2019

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 – Inner Rear Spar Trailing Edge – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes that have embodied Airbus Modification (mod) 78091 in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-57-8231.

Reason:

During a walk-around on an A380 aeroplane, a fuel leak was observed at the root of the right-hand (RH) wing area. Subsequent investigations revealed fluid accumulation in the wing lower cover between Rib 13 and Rib 15, aft of the rear spar and forward (FWD) of the false rear spar. There is a possibility that fuel accumulates outboard of Rib 13 and can track across the bottom of the wing and down to the wing landing gear (WLG).



This condition, if not corrected, could lead to fuel dropping on hot WLG parts, possibly resulting in a fire propagation up to the wing and consequent loss of the aeroplane.

To address this unsafe condition, Airbus developed mod 78091, adding 3 drainage holes at the wing lower panel 4 between Rib 13 and Rib 15, RH and left-hand (LH) sides, aft of the rear spar and FWD of the false rear spar, and published the SB to provide instructions for in-service modification.

For the reasons described above, this AD requires a modification of the wing inner rear spar trailing edge.

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

Required as indicated, unless accomplished previously:

Modification:

Within 18 months after the effective date of this AD, modify the wing inner rear spar trailing edge, RH and LH sides, in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A380-57-8231 original issue dated 20 December 2018.

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

Remarks:

1. This Proposed AD will be closed for consultation on 14 February 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 SAS - EIANA (Airworthiness Office), Telephone : +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

