



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-145

Issued: 26 July 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 53 – Fuselage – Rear Cone Frame Feet 102/103 – 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) 77936 in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-53-8183.

Reason:

During structural analysis conducted on the section 19 skin-to-frame (FR) attachment of an A380 aeroplane, it was demonstrated that the current thickness of the foot of FR102, between stringer (STGR) 19 and STGR 20, both left-hand (LH) and right-hand (RH) sides of the fuselage, is unable to withstand ultimate load under the most severe thermo-mechanical load case. From fatigue and damage tolerance analysis, the study revealed that the current thickness of the feet of FR102 and



FR103 at the same location between STGR 19 and STGR 20 LH/RH, are unable to reach the design service goal of the aeroplane.

This condition, if not corrected, would affect the structural integrity of the aeroplane.

To address this unsafe condition, Airbus issued the SB to provide instructions to reinforce the fuselage rear cone skin-to-frame attachment feet at FR102 and FR103 between STGR 19 and STGR 20, both LH and RH sides of the fuselage, by installing machined washers.

For the reasons described above, this AD requires a modification of the fuselage rear cone.

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

Required as indicated, unless accomplished previously:

Modification:

Within the compliance time(s) specified in Table 1 of this AD, modify the fuselage rear cone in accordance with the instructions of the SB.

Table 1 – Modification

Compliance Time (whichever occurs first, A or B)	
A	Before exceeding 9 000 flight cycles or 66 300 flight hours, whichever occurs first since aeroplane first flight
B	Within 42 months after the effective date of this AD

Ref. Publications:

Airbus SB A380-53-8183 original issue dated 23 July 2019.

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 23 August 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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 – EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

