



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-187

Issued: 09 October 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 – Trailing Edge and Trailing Edge Devices – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) as identified in the applicable inspection SB.

Definitions:

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

The applicable inspection SB: Airbus Service Bulletin (SB), as listed in Appendix 1 of this AD, as applicable.

The applicable modification SB: Airbus SB, as listed in Appendix 2 of this AD, as applicable.

Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.



Reason:

Occurrences were reported of finding cracks in the wing trailing edge (TE) devices, left hand (LH) and right hand (RH) sides, of in-service A380 aeroplanes.

This condition, if not corrected, could lead to in-flight loss of parts located in the TE, possibly resulting in damage to the aeroplane, and reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable inspection SB, providing inspection instructions for different locations, and issued the applicable modification SB accordingly, to provide instructions for in-service (optional) modification. Modification will allow an aeroplane to reach the design service goal.

For the reasons described above, this AD requires repetitive detailed inspections (DET) or high frequency eddy current (HFEC) inspections of the wing TE and TE devices and, depending on findings, accomplishment of applicable corrective action(s). This AD also provides modification as optional terminating action for the repetitive inspections.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 147 months since Airbus date of manufacture, and, thereafter, at intervals not to exceed 72 months, accomplish a DET or HFEC inspection, as applicable, at the locations as specified in Appendix 1 of this AD and in accordance with the instructions of the applicable inspection SB.

Corrective Action(s):

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

Preventive Modification:

- (3) Modification of an aeroplane in accordance with the instructions of the applicable modification SB at the corresponding location as defined in Appendix 2 of this AD, if accomplished before the first inspection as required by paragraph (1) of this AD, cancels the inspection requirements of paragraph (1) of this AD for that aeroplane, at that location.

Terminating Action:

- (4) Accomplishment of corrective action(s) on an aeroplane at any location, as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, at that location.
- (5) Modification of an aeroplane in accordance with the instructions of the applicable modification SB, at the corresponding location as defined in Appendix 2 of this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, at that location.



Ref. Publications:

Applicable inspection SB and applicable modification SB as identified, respectively, in Appendix 1 and Appendix 2 of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 06 November 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 SAS - EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.



Appendix 1 – Locations and applicable inspection SB

Note A1: Each applicable inspection SB defines the aeroplanes (MSN) for which the actions are required.

Location		Applicable Inspection SB (all original issue dated 04 October 2019)
1	Actuator clevis assy made from 7449 at spoiler 1 LH side	A380-57-8232
2	Actuator clevis assy made from 7449 at spoiler 1 RH side	A380-57-8233
3	Ribs made from 7449 at spoiler 1 LH side	A380-57-8234
4	Ribs made from 7449 at spoiler 1 RH side	A380-57-8235
5	Actuator clevis assy made from 7449 at spoiler 2 LH side	A380-57-8236
6	Actuator clevis assy made from 7449 at spoiler 2 RH side	A380-57-8237
7	Ribs made from 7449 at spoiler 2 LH side	A380-57-8238
8	Ribs made from 7449 at spoiler 2 RH side	A380-57-8239
9	Ribs made from 7449 at spoiler 3 LH side	A380-57-8240
10	Ribs made from 7449 at spoiler 3 RH side	A380-57-8241
11	Actuator bracket at spoiler 4 RH side	A380-57-8242
12	Ribs made from 7449 at spoiler 4 RH side	A380-57-8243
13	Actuator bracket at spoiler 5 RH side	A380-57-8244
14	Ribs made from 7449 at spoiler 5 RH side	A380-57-8245
15	Actuator bracket at spoiler 6 RH side	A380-57-8246
16	Ribs made from 7449 at spoiler 6 RH side	A380-57-8247
17	Actuator bracket at spoiler 7 RH side	A380-57-8248
18	Ribs made from 7449 at spoiler 7 RH side	A380-57-8249
19	Actuator bracket at spoiler 8 RH side	A380-57-8250
20	Ribs made from 7449 at spoiler 8 RH side	A380-57-8251
21	Actuator bracket at spoiler 4 LH side	A380-57-8252
22	Ribs made from 7449 at spoiler 4 LH side	A380-57-8253
23	Actuator bracket at spoiler 5 LH side	A380-57-8254
24	Ribs made from 7449 at spoiler 5 LH side	A380-57-8255
25	Actuator bracket at spoiler 6 LH side	A380-57-8256
26	Ribs made from 7449 at spoiler 6 LH side	A380-57-8257
27	Actuator bracket at spoiler 7 LH side	A380-57-8258
28	Ribs made from 7449 at spoiler 7 LH side	A380-57-8259
29	Actuator bracket at spoiler 8 LH side	A380-57-8260
30	Ribs made from 7449 at spoiler 8 LH side	A380-57-8261

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



Appendix 2 – Locations and (optional) applicable modification SB

Note A2: Each applicable modification SB defines the aeroplanes (MSN) for which the actions are applicable. Location numbers correspond with the locations described in Appendix 1 of this AD.

Location	Applicable (optional) Modification SB (all original issue)
1	A380-57-8184 dated 29 November 2017, or A380-57-8226 dated 16 April 2019
2	A380-57-8185 dated 29 November 2017, or A380-57-8227 dated 16 April 2019
3	A380-57-8154 dated 29 November 2017, or A380-57-8201 dated 16 April 2019
4	A380-57-8153 dated 29 November 2017, or A380-57-8200 dated 16 April 2019
5	A380-57-8186 dated 29 November 2017, or A380-57-8228 dated 16 April 2019
6	A380-57-8187 dated 29 November 2017, or A380-57-8229 dated 16 April 2019
7	A380-57-8156 dated 29 November 2017, or A380-57-8203 dated 16 April 2019
8	A380-57-8155 dated 29 November 2017, or A380-57-8202 dated 16 April 2019
9	A380-57-8158 dated 30 November 2017, or A380-57-8205 dated 16 April 2019
10	A380-57-8157 dated 30 November 2017, or A380-57-8204 dated 16 April 2019
11	A380-57-8169 dated 28 November 2017, or A380-57-8216 dated 19 April 2019
12	A380-57-8159 dated 30 November 2017, or A380-57-8206 dated 16 April 2019
13	A380-57-8171 dated 28 November 2017, or A380-57-8218 dated 23 April 2019
14	A380-57-8161 dated 30 November 2017, or A380-57-8208 dated 16 April 2019
15	A380-57-8173 dated 28 November 2017, or A380-57-8220 dated 25 April 2019
16	A380-57-8163 dated 30 November 2017, or A380-57-8210 dated 16 April 2019
17	A380-57-8175 dated 28 November 2017, or A380-57-8222 dated 13 May 2019
18	A380-57-8165 dated 01 December 2017, or A380-57-8212 dated 16 April 2019
19	A380-57-8177 dated 28 November 2017, or A380-57-8224 dated 13 May 2019
20	A380-57-8167 dated 30 November 2017, or A380-57-8214 dated 17 April 2019
21	A380-57-8170 dated 28 November 2017, or A380-57-8217 dated 19 April 2019
22	A380-57-8160 dated 30 November 2017, or A380-57-8207 dated 16 April 2019
23	A380-57-8172 dated 28 November 2017, or A380-57-8219 dated 19 April 2019
24	A380-57-8162 dated 30 November 2017, or A380-57-8209 dated 16 April 2019
25	A380-57-8174 dated 28 November 2017, or A380-57-8221 dated 23 April 2019
26	A380-57-8164 dated 30 November 2017, or A380-57-8211 dated 16 April 2019
27	A380-57-8176 dated 28 November 2017, or A380-57-8223 dated 13 May 2019
28	A380-57-8166 dated 30 November 2017, or A380-57-8213 dated 16 April 2019
29	A380-57-8178 dated 28 November 2017, or A380-57-8225 dated 13 May 2019
30	A380-57-8168 dated 30 November 2017, or A380-57-8215 dated 17 April 2019

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

