



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 20-051R1

**Issued:** 17 April 2020

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 54 – Nacelles / Pylons – Inboard Pylon Box Dog Head Fitting Holes – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

**Definitions:**

**The applicable SB:** Airbus Service Bulletin (SB) A380-54-8070 (Rolls-Royce Trent 900 engines) and SB A380-54-8072 (Engine Alliance GP7200 engines), as applicable, both at Revision 01.

**Affected holes:** Fastener holes at the Dog Head fittings of the inboard (engines #2 and #3) pylon boxes, at locations as indicated in the applicable SB.

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

**Reason:**

During the full scale fatigue test, cracks have been found at a fastener hole of the Dog Head fitting in the inboard (engines #2 and #3) pylon box.



This condition, if not detected and corrected, could lead under fatigue effects to crack propagation in the primary structure, possibly resulting in Dog Head fitting and adjacent structure in-flight detachment and consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable SB to provide instructions to inspect the affected holes.

For the reasons described above, this AD requires repetitive special detailed inspections (SDI) of the affected holes and, depending on findings, accomplishment of applicable corrective action(s).

After PAD 20-051 was issued, it was determined that the applicable SB must be revised (expected July 2020) to correct a kit content. The specified Part Numbers were incorrect, and cannot be ordered, making compliance impossible. This PAD is revised accordingly, including reference to the applicable SB at Revision 01 and extending the consultation period until 31 July 2020.

### 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 as defined in Table 1 of this AD, as applicable, accomplish an SDI (including rototest) of the affected holes in accordance with the instructions of the applicable SB.

Table 1 – Initial Inspection

Aeroplanes	Compliance Time	Interval
A380-841 and A380-842	Before exceeding 10 000 flight cycles (FC) since Airbus date of manufacture	6 600 FC
A380-861	Before exceeding 14 500 FC since Airbus date of manufacture	9 700 FC

#### Corrective Action(s):

- (2) Depending on findings during each SDI or rototest as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s), and, thereafter, depending on findings, accomplish any applicable follow-on action(s) in accordance with the instructions (see Note 1 of this AD) of the applicable SB, or in accordance with approved instructions provided by Airbus, as applicable.

Note 1: Using Section 1.E, Table 1 and the Flowcharts (for initial and repeat inspection, respectively) as provided in the applicable SB is an acceptable method to determine which action is required and when.

#### Terminating Action:

- (3) None.

#### Ref. Publications:

Airbus SB A380-54-8070 Revision 01 [to be published].



Airbus SB A380-54-8072 Revision 01 [to be published].

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 31 July 2020.
2. The original issue of this PAD was posted on 12 March 2020 as PAD 20-051 for consultation until 09 April 2020. No comments were received during the consultation period.
3. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. 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](#).
5. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus – IIANA (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).

