



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-078

Issued: 31 May 2021

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 Fuselage Lateral / Lower Frame Joint – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0006 to 0017 inclusive.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-53-8215.

Affected part: Parts identified by name and Part Number (P/N) in Appendix 1 of this AD.

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

Reason:

During accomplishment of Airworthiness Limitations Item (ALI) task 535100-00036-02A, it was discovered that Airbus modification (mod) 60460 was not fully implemented on the aeroplane.



Further investigation identified further aeroplanes in this condition, due to ‘initial design’ and ‘final design’ (new frames from MSN 0019 onwards) versions of mod 60460 having been implemented on the final assembly line. The initial and final designs are not visually distinguishable. However, the differences do affect certain ALI inspections, specified in the applicable Airworthiness Limitations Section (ALS) Part 2, which are not appropriate for the ‘initial design’ configuration.

This condition, if not detected and corrected, could affect the structural integrity of the rear fuselage.

To address this potential unsafe condition, Airbus published the SB, to provide revised inspection instructions.

For the reasons described above, this AD requires an initial detailed inspection (DET) of the affected parts to determine the assembly geometry (A, B or C), follow-up initial and repetitive special detailed inspections (SDI) for those found to be geometry B or C, and, depending on findings, accomplishment of applicable corrective action(s). For aeroplanes that have a rear fuselage structure in geometry A, the existing ALS Part 2 tasks are fully adequate and remain valid.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance times specified in Table 1 of this AD, accomplish a DET of the affected parts in accordance with the instructions of the SB.

Table 1 – DET to Determine Structural Geometry

Compliance Time (A or B, whichever occurs later)	
A	Before exceeding 4 200 flight cycles (FC) or 31 300 flight hours (FH), whichever occurs first since aeroplane date of manufacture
B	Within 36 months after the effective date, but without exceeding 8 400 FC or 62 600 FH, whichever occurs first since aeroplane date of manufacture

- (2) For aeroplanes that have a rear fuselage lateral/lower FR110 joint with structural geometry B (as defined in the SB), determined as required by paragraph (1) of this AD, within the thresholds as specified in Section 1.E.(2), Table 3, of the SB, and, thereafter, at intervals not to exceed the values specified in Section 1.E.(2), Table 3, of the SB, accomplish an SDI of each affected part in accordance with the instructions of the SB.
- (3) For aeroplanes that have a rear fuselage lateral/lower FR110 joint with structural geometry C (as defined in the SB), determined as required by paragraph (1) of this AD, within the thresholds as specified in Section 1.E.(2), Table 4, of the SB, and, thereafter, at intervals not to exceed the values specified in Section 1.E.(2), Table 4, of the SB, accomplish an SDI of each affected part in accordance with the instructions of the SB.



Corrective Action(s):

- (4) If, during any SDI as required by paragraph (2) or (3) of this AD, as applicable, any discrepancy (as identified in the SB) is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance specified therein, accomplish those instructions accordingly.

Terminating Action:

- (5) Accomplishment of corrective action(s) on an aeroplane, as required by paragraph (4) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (2) or (3) of this AD, as applicable, for that aeroplane, unless specified otherwise in Airbus approved repair instructions.

Reporting:

- (6) Within 30 days after each inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, or within 30 days after the effective date of this AD, whichever occurs later, send the inspection results (including no findings) to Airbus. This can be accomplished in accordance with the instructions of the SB.

Affected ALI:

- (7) From the effective date of this AD, for an aeroplane that has a rear fuselage lateral/lower FR110 joint with structural geometry B (as defined in the SB), ALS Part 2 ALI tasks 535100-00036-02A, 535100-00056-01A and 535100-00058-01A are no longer required, because for that aeroplane the purpose of these inspections is taken over by the SDI programme as required by paragraph (2) of this AD.
- (8) From the effective date of this AD, for an aeroplane that has a rear fuselage lateral/lower FR110 joint with structural geometry C (as defined in the SB), ALS Part 2 ALI task 535100-00056-01A is no longer required, because for that aeroplane the purpose of these inspections is taken over by the SDI programme as required by paragraph (3) of this AD.

Ref. Publications:

Airbus SB A380-53-8215 original issue dated 25 May 2021.

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 28 June 2021.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can



exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

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 – Affected Parts

Geometry	Part Name	P/N
A (corresponds to Airbus mod 60460)	FR110 Lateral	L535 886 10 204, or L535 886 10 205
	FR110 Lower	L535 855 05 204
	Tee Support	L535 886 19 200, or L535 886 19 201
	Strap	L535 886 18 200, or L535 886 18 201
B	FR110 Lateral	L535 886 10 202, or L535 886 10 203
	FR110 Lower	L535 855 05 202
	Tee Support	L535 856 58 202, or L535 856 58 203
	Strap	L535 886 16 202, or L535 886 16 203
C	FR110 Lateral	L535 886 10 202, or L535 886 10 203
	FR110 Lower	L535 855 05 202
	Tee Support	L535 886 19 200, or L535 886 19 201
	Strap	L535 886 18 200, or L535 886 18 201

