



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-165

Issued: 09 November 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 27 – Flight Controls – Aileron Servo Controls – Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (s/n).

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-27-8071 (identification of the aileron servo control affected by the limitation due to fatigue issue) and SB A380-27-8072 (removal of affected parts for in-shop correction and installation of serviceable parts).

The VSB: Goodrich Actuation Systems 'Vendor' SB (VSB) 31132-27-07 which includes the date of embodiment of the modification (in accordance with Goodrich Actuation Systems SB 31132-27-05) for each affected part.

Affected part: Aileron servo controls, having Part Number (P/N) 31132-130 or P/N 31132-170, as identified by s/n in the VSB.



Serviceable part: Aileron servo controls, having P/N 31132-140 or P/N 31132-180.

Reason:

Following introduction of a modified rod eye-end locking device on A380 aileron servo controls through Airbus production line modification (mod) 75388 and equivalent in-service mod 75534 (via Goodrich Actuation Systems SB 31132-27-05), analysis indicates that a fatigue issue may exist or develop, reducing the life of the affected post-mod servo controls.

This condition, if not detected and corrected, could lead to failure or detachment of an aileron servo control, possibly resulting in reduced control capability of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions to remove affected parts and install serviceable parts.

Goodrich Actuation system issued the VSB, as defined in this AD, to provide instructions for in-shop inspection, rework and re-identification of affected parts.

For the reasons described above, this AD requires removal from service of each affected part. This AD also prohibits (re)installation of affected parts on any aeroplane.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Before an affected part exceeds 8 170 flight cycles after its modification embodiment date, as specified in the VSB, remove that affected part from service and replace it with a serviceable part, as defined in this AD, in accordance with the instructions of the SB.

Part(s) Installation:

- (2) From the effective date of this AD, do not install (see Note 1 of this AD) an affected part on any aeroplane.

Note 1: Removal of an affected part from any location on an aeroplane and, during the same maintenance visit, reinstallation of that affected part at the same location on the same aeroplane, does not constitute 'install' as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus SB A380-27-8071 original issued dated 18 October 2021.

Airbus SB A380-27-8072 original issued dated 18 October 2021.

Goodrich Actuation Systems SB 31132-27-07 original issue dated 08 October 2021.

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 07 December 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.

