



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-083

Issued: 27 June 2022

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 S.A.S.

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 – Thrust Reverser Intermediate Frame Fittings – Replacement

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-54-8094, which includes reference to SAFRAN NACELLES (vendor) SB (VSB) L70CR78-096.

Affected part: Thrust reverser unit (TRU) intermediate frame fittings, having Part Number (P/N) ASL2420TC, P/N ASL2421TC, P/N ASL2422TC, P/N ASL2423TC, P/N ASL2424TC or P/N ASL2425TC.

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



Reason:

Occurrences were reported of finding cracked intermediate frame fittings on TRU of certain A380-841 aeroplanes. First findings were detected during a visual inspection of actuator fittings manufactured in aluminium 7050T7451. In a few cases, the affected cracks may be associated with disbonding and loose fasteners on the frame fitting.

This condition, if not corrected, could lead to TRU external panel in-flight detachment, which could impact the tail, possibly resulting in damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide replacement instructions.

For the reasons described above, this AD requires replacement of TRU intermediate frame fittings with new designed frame fittings made of titanium.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) Before exceeding 9 000 flight cycles since aeroplane date of manufacture, or within 72 months after the effective date of this AD, whichever occurs first, replace all TRU intermediate frame fittings (all four engines – see Note 1 of this AD) with new designed frame fittings in accordance with the instructions of the SB.

Note 1: The actions required by paragraph (1) of this AD do not have to be accomplished simultaneously on all engines of the aeroplane during the same maintenance visit.

Part(s) Installation:

- (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install an affected part on that aeroplane.

Ref. Publications:

Airbus SB A380-54-8094 original issue dated 16 June 2022.

SAFRAN NACELLES VSB L70CR78-096 original issue dated 09 June 2022.

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 25 July 2022.
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 - 1IANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

