



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 23-002**

**Issued: 09 January 2023**

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 53 – Fuselage – Frame 72 Fairing Hardpoints – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

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

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A380-53-8211.

**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:**

As a result of a load analysis, it was determined that, for certain aeroplanes, the fatigue life of fuselage fairing joints at frame (FR) 72 does not meet the design goals/specification.



This condition, if not detected and corrected, could lead to crack initiation in FR72 fairing joints, possibly resulting in reduced structural integrity of the affected fuselage areas.

To address this potential unsafe condition, Airbus published the SB, as defined in this AD, providing inspection instructions.

For the reason described above, this AD requires repetitive detailed inspections (DET) of the fuselage fairing joints at FR72, left-hand (LH) and right-hand (RH) sides, and, depending on findings, replacement of cracked parts.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Before exceeding 12 300 flight cycles (FC) since aeroplane date of manufacture, and, thereafter, at intervals not to exceed 4 100 FC, accomplish a DET of the fuselage fairing joints at FR72, LH and RH sides, in accordance with the instructions of section 3 of the SB.

#### **Corrective Action(s):**

- (2) If, during any DET as required by paragraph (1) of this AD, any crack is detected, before next flight, replace each cracked part with a new part in accordance with the instructions of section 3 of the SB.

#### **Deferred Inspection following Replacement:**

- (3) Following installation of a new part as required by paragraph (2) of this AD, the first DET for that part can be deferred to 12 300 FC after installation. Thereafter, repetitive DET of that part must be accomplished as required by paragraph (1) of this AD.

#### **Terminating Action:**

- (4) None.

#### **Ref. Publications:**

Airbus SB A380-53-8211 original issue dated 13 December 2022.

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 06 February 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:account.airworth-A380@airbus.com).

