

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-018**Issued:** 09 February 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 – Butt Strap Skin Panels – Inspection / Repair

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0155 to 0159 inclusive, 0161, 0163 and 0164.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-53-8218.

Affected area: Butt strap skin panels at orbital junction of Frame (FR) 22 / Stringer (STR) 33 left-hand side (LHS).

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 a quality inspection on certain A380 aeroplanes, the milled steps at the butt strap were found not to match the steps at the skin panel. This makes it impossible to join the butt strap at orbital junction of FR22 / STR33 LHS to the panels. This manufacturing deviation is leading to wedge-shaped gaps between the joining parts.

This condition, if not detected and corrected, would affect the structural integrity of the affected area of the aeroplane.

To address this unsafe condition, Airbus issued the SB to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the affected areas and, depending on findings, follow-on repetitive special detailed inspections (SDI) and accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before exceeding 9 400 flight cycles (FC) since aeroplane date of manufacture, inspect the affected area in accordance with the instructions of the SB.
- (2) If, during the inspection as required by paragraph (1) of this AD, a dent is found, before next flight, and, thereafter, at intervals not to exceed 5 800 FC, accomplish an SDI of the affected area in accordance with the instructions of the SB.

Corrective Action(s):

- (3) If, during any SDI as required by paragraph (2) of this AD, any crack is found, before next flight, repair the affected area in accordance with the instructions of the SB.
- (4) If, during any SDI as required by paragraph (2) of this AD, no crack is found, either repeat the SDI at intervals not to exceed 5 800 FC, or, before next flight, repair the affected area in accordance with the instructions of the SB.

Terminating Action:

- (5) Repair of the affected area on an aeroplane as required by paragraph (3) or (4) of this AD, as applicable, constitutes terminating action for the repetitive SDI as required by paragraph (2) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A380-53-8218 original issue dated 17 January 2023.

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 09 March 2023.



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 – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

