



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-028

Issued: 28 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, A380-842 and A380-861, manufacturer serial numbers 0006 to 0009 inclusive, 0011, 0012, 0014 to 0017 inclusive, 0020, 0022, 0023, 0025 to 0031 inclusive, 0033 to 0036 inclusive, 0038, 0039, 0041 to 0052 inclusive, 0054 to 0059 inclusive, 0061 to 0090 inclusive, 0092 to 0096 inclusive, 0098 to 0101 inclusive, 0103, 0105 to 0117 inclusive, 0119, 0120, 0122 and 0126.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-53-8165.

Affected area: Aluminium butt strap skin panels at Frame (FR) 62, between stringer (STR) 30 and STR31, left-hand (LH) side and right-hand (RH) side.

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, it was determined that a saw cut on the aluminium butt strap at FR 62 between STR 30 and STR 31, LH and RH sides, could have occurred in production.

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

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

For the reasons described above, this AD requires an external special detailed inspection (SDI) of the affected area and, depending on findings, follow-on internal repetitive 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 10 600 flight cycles (FC) or 78 200 flight hours (FH), whichever occurs first since aeroplane date of manufacture, accomplish an external SDI of each affected area in accordance with the instructions of the SB.
- (2) If, during the SDI as required by paragraph (1) of this AD, any damage is detected in an affected area, before next flight, and, thereafter, at intervals not to exceed 3 800 FC or 28 500 FH, whichever occurs first, accomplish an internal SDI of that affected area in accordance with the instructions of the SB.

Corrective Action(s):

- (3) If, during any internal SDI as required by paragraph (2) of this AD, any damage is detected, before next flight, repair the affected area in accordance with the instructions of the SB.

Reporting:

- (4) Within 30 days after each SDI as required by paragraph (1) or (2) of this AD, as applicable, report the inspection results (including no findings) to Airbus. Using the inspection report in accordance with the instructions of the SB is acceptable to comply with this requirement.

Terminating Action:

- (5) Repair of an affected area on an aeroplane in accordance with the instructions of the SB, accomplished before next flight after an SDI as required by paragraph (2) of this AD, constitutes terminating action for the repetitive SDI as required by paragraph (2) of this AD for that affected area of that aeroplane.

Post Repair Inspection(s):

- (6) If the repair of an affected area, as required by paragraph (3) of this AD, or as referenced in paragraph (5) of this AD, is accomplished on an aeroplane before exceeding 10 300 FC or 76 000 FH since aeroplane date of manufacture, within 30 days after that repair, contact Airbus



for additional repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A380-53-8165 original issue dated 31 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 28 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 SAS – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

