


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 13-029 Date: 08 February 2013 Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 closing date indicated.	
Design Approval Holder's Name: AIRBUS		Type/Model designation(s): A380 aeroplanes
TCDS Number: EASA.A.110		
Foreign AD: Not applicable		
Supersedure: None		
ATA 53		
Fuselage – Vertical Tail Plane / Dorsal Fin Attachment – Modification		
Manufacturer(s): Airbus		
Applicability: Airbus A380-841, A380-842, and A380-861 aeroplanes, manufacturer serial numbers (MSN): 0003, 0005, 0006, 0008, 0010 through 0016 inclusive, 0020, 0022, and 0026.		
Reason: <p>The dorsal fin is the glass fibre reinforced polymer lower fairing of the vertical tail plane (VTP) leading edge and is attached to the upper fuselage structure with a T-shape profile. During the test flight campaign of A380 aeroplanes, this T-shape profile was found broken, with the crack length over several centimetres, on one aeroplane.</p> <p>The results of the subsequent investigation revealed the presence of peak loads in this area which could result in crack initiation and propagation.</p> <p>This condition, if not corrected, could lead to in-flight detachment of the VTP dorsal fin, possibly resulting in injury to persons on the ground.</p> <p>To address this unsafe condition, Airbus implemented a temporary solution for a first batch of aeroplanes, and later on, developed a final improved production solution.</p> <p>For aeroplanes on which the temporary design solutions have been embodied, Airbus developed a modification, which can be embodied in service through Airbus Service Bulletin (SB) A380-53-8003, or SB A380-53-8008, as applicable to the aeroplane MSN, to adapt the VTP dorsal fin to the final improved solution.</p>		

	For the reasons described above, this AD requires a modification of the dorsal fin connection on the affected aeroplanes.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 12 years or 7 600 flight cycles, whichever occurs first after the aeroplane first flight, modify the VTP dorsal fin and replace the associated profiles and fairing panels in accordance with the instructions of Airbus SB A380-53-8003 or Airbus SB A380-53-8008, as applicable to the aeroplane MSN.
Ref. Publications:	Airbus SB A380-53-8003 original issue dated 12 May 2010. Airbus SB A380-53-8008 original issue dated 12 May 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 08 March 2013 . 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. 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.