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| <b>EASA</b>   | <b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>  |
|    | <p><b>PAD No.: 13-132R1</b></p> <p><b>Date: 02 September 2013</b></p> <p>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.</p>   |
| <p>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.</p> |  |
| <p><b>Design Approval Holder's Name:</b></p> <p>AIRBUS</p>  | <p><b>Type/Model designation(s):</b></p> <p>A380 aeroplanes</p>  |
| TCDS Number:  | EASA.A.110   |
| Foreign AD:   | Not applicable   |
| Supersedure:  | This AD supersedes EASA AD 2013-0024 dated 07 February 2013.   |
| <b>ATA 53</b>   | <b>Fuselage – Belly Fairing Structure – Inspection / Repair</b>  |
| Manufacturer(s):  | Airbus   |
| Applicability:  | Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.  |
| Reason:   | <p>During scheduled maintenance checks accomplished by Airbus A380 operators, multiple corrosion spots were identified on belly fairing supports between frames (FR)35 and FR40 and between FR72 and FR76. Subsequent investigation results revealed that the corrosion of these frame areas was due to a lack of connection between drainage lines and belly fairing funnels, which caused water to flow into the affected frame zones.</p> <p>This condition, if not detected and corrected, could lead to uncontrolled corrosion development, possibly resulting in in-flight loss of belly fairing panels, and consequent injury to persons on the ground.</p> <p>To address this unsafe condition, EASA issued AD 2013-0024 to require repetitive Detailed Inspections (DET) of belly fairing structure between FR35 and FR40 and between FR72 and FR76, and depending on findings, corrective action.</p> <p>Since that AD was issued, Airbus issued Airbus Service Bulletin (SB) A380-53-8057 to provide instructions for corrosion protection of in-service aeroplanes, embodied in production through Airbus modification 73133, and identified an extended scope of belly fairing access panel part numbers (P/N) vulnerable to corrosion.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2013-0024, which is superseded, but adds certain belly fairing access panels,</p> |

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|  | <p>identified by P/N in Appendix 1 of this AD, which are also subject to the repetitive DET required by this AD.</p> <p>This AD also introduces an optional termination action for the repetitive DET required by this AD.</p> <p>This PAD is revised to remove “no finding” requirement from paragraphs (4) and (5) of this PAD.</p>  |
| Effective Date:                            | [TBD: 14 days after final AD issue date]   |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Initially within 24 months since the aeroplane first flight, or within 6 months after 21 February 2013 [the effective date of EASA AD 2013-0024], whichever occurs later, and thereafter, at intervals not to exceed 24 months, accomplish a DET of the belly fairing structure between FR35 and FR40 and between FR72 and FR76 in accordance with the instructions of Airbus SB A380-53-8056.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, corrosion is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.</li> <li>(3) Inspections and corrective actions, accomplished before 21 February 2013 [the effective date of EASA AD 2013-0024] in accordance with A380 Maintenance Planning Document (MPD) task 533500-00501-01, are acceptable to comply with the initial requirements of paragraph (1) of this AD. After 21 February 2013 [the effective date of the EASA AD 2013-0024], repetitive inspections and corrective actions must be accomplished in accordance with the instructions of Airbus SB A380-53-8056.</li> <li>(4) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-53-8057 after the initial DET as required by paragraph (1) of this AD and accomplishment of next scheduled DET, as required by paragraph (1) of this AD, constitute terminating action for the repetitive DET as required by paragraph (1) of this AD.</li> <li>(5) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-53-8057, provided this is accomplished before or concurrently with the initial DET, as required by paragraph (1) of this AD, constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD.</li> <li>(6) Aeroplanes, on which Airbus mod 73133 has been embodied in production, are not affected by the requirements of paragraph (1) of this AD unless, after aeroplane first flight, a belly fairing access panel, as identified in Appendix 1 of this AD, is installed on that aeroplane. Following installation of such a panel, the aeroplane must be repetitively inspected and, depending on findings, corrected as required by paragraphs (1) and (2) of this AD.</li> <li>(7) After modification of an aeroplane in accordance with the instructions of Airbus SB A380-53-8057, installation on that aeroplane of a belly fairing access panel, as identified in Appendix 1 of this AD, is allowed, provided that, following installation of such a panel, the aeroplane is repetitively inspected and, depending on findings, corrected as required by paragraphs (1) and (2) of this AD.</li> </ol> |
| Ref. Publications:                         | <p>Airbus SB A380-53-8056 original issue dated 11 December 2012.</p> <p>Airbus SB A380-53-8057 original issue dated 18 April 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>  |

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| Remarks: | <ol style="list-style-type: none"><li>1. This Proposed AD will be closed for consultation on 16 September 2013.</li><li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>3. For any question concerning the technical content of the requirements in this PAD, please contact:<br/>AIRBUS SAS - EIANA (Airworthiness Office),<br/>E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</li></ol> |
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**Appendix 1 – Affected Belly Fairing Access Panel part numbers (P/N) (pre-MOD 73133 and pre SB A380-53-8057)**

| <b>Belly Fairing Access Panel Reference</b> | <b>P/N</b>     |
|---|----------------|
| 191BB                                       | L5338178300000 |
|   | L5338172200200 |
|   | L5338172200400 |
|   | L5338178200200 |
|   | L5338178200400 |
| 192BB                                       | L5338178700000 |
|   | L5338178600400 |
|   | L5338178600600 |
| 199AB                                       | L5338577300200 |
|   | L5338572200400 |
|   | L5338572200600 |
|   | L5338572200800 |
|   | L5338577200400 |
|   | L5338577200600 |
|   | L5338577200800 |
| 199HB                                       | L5338579700200 |
|   | L5338579600400 |
|   | L5338579600600 |
|   | L5338572400400 |
|   | L5338572400600 |
|   | L5338572401000 |
|   | L5338572401200 |
| 199FB                                       | L5338577500000 |
|   | L5338577400400 |
|   | L5338577400600 |
| 199BB                                       | L5338579500000 |
|   | L5338579400200 |
|   | L5338579400400 |