

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No.: 13-146</b></p> <p><b>Date: 23 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>		
<b>Design Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
AIRBUS		A380 aeroplanes
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 57</b>		
<b>Wings – Cruciform Fitting Frame 56 – Inspection / Modification</b>		
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 68010 has been embodied in production.	
Reason:	<p>During full scale fatigue testing of the A380 aeroplane, cracks were detected on a cruciform fitting at frame (FR) 56. The results of the subsequent investigations determined that the subject cracks were fatigue related and initiated by high local stress.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the wing.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-57-8076 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time special detailed inspection (DET) of the Left Hand (LH) and Right Hand (RH) cruciform fittings at FR56 and modification of the affected wing area.</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> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, accomplish a DET of the LH and RH cruciform fittings at FR56 in accordance with the instructions of Airbus SB A380-57-8076.</p>	

Table 1

Compliance Time: before exceeding <b>A</b> , but not before reaching <b>B</b>	
<b>A</b>	Within 4 200 flight cycles (FC) or 30 900 flight hours (FH), whichever occurs first since aeroplane first flight
<b>B</b>	2 800 FC or 20 600 FH, whichever occurs later since aeroplane first flight

- (2) If, during the DET as required by paragraph (1) of this AD, no crack is detected, before next flight, accomplish one of the two actions, as specified in paragraph (2.1) or (2.2) of this AD:
- (2.1) Modify the aeroplane in accordance with the instructions of Airbus SB A380-57-8074 (LH) and/or SB A380-57-8075 (RH), as applicable, or
- (2.2) Accomplish a detailed inspection of the holes for damage and hole dimensions on LH and/or RH side, as applicable, in accordance with the instructions of Airbus SB A380-57-8076.
- (3) If, during the detailed inspection of the holes as required by paragraph (2.2) of this AD, no damage is found, before exceeding 5 000 FC or 36 800 FH, whichever occurs first since aeroplane first flight, accomplish a DET of the LH and/or RH, as applicable, cruciform fitting at FR56 in accordance with the instructions of Airbus SB A380-57-8076.
- (4) If, during the detailed inspection of the holes as required by paragraph (2.2) of this AD, any damage is found, before next flight, modify the aeroplane in accordance with the instructions of SB A380-57-8074 (LH) and/or SB A380-57-8075 (RH), as applicable.
- (5) If, during the DET as required by paragraph (3) of this AD, no crack is found, before next flight, modify the aeroplane in accordance with the instructions of Airbus SB A380-57-8074 (LH) and/or SB A380-57-8075 (RH), as applicable.
- (6) If, during the DET as required by paragraph (1) or (3) of this AD, any crack is found, before next flight, depending on crack depth, modify the aeroplane in accordance with Airbus SB instructions as defined in Table 2 of this AD, or contact Airbus for approved repair instructions and, within the compliance time as specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.

Table 2

Crack Depth	Accomplishment Instructions
Less than or equal to 1 mm	SB A380-57-8074 (LH) or SB A380-57-8075 (RH), as applicable
More than 1 mm but less than or equal to 5 mm	SB A380-57-8072 (LH) or SB A380-57-8073 (RH), as applicable
More than 5 mm	Contact Airbus

## Ref. Publications:

Airbus SB A380-57-8072 Original issue dated 12 July 2013,  
 Airbus SB A380-57-8073 Original issue dated 12 July 2013,  
 Airbus SB A380-57-8074 Original issue dated 12 July 2013,  
 Airbus SB A380-57-8075 Original issue dated 12 July 2013,

	<p>Airbus SB A380-57-8076 Original issue dated 12 July 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"><li>1. This Proposed AD will be closed for consultation on 21 October 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: AIRBUS SAS - EIANA (Airworthiness Office) E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</li></ol>