Airworthiness Directive

AD No.: 2023-0034

Issued: 08 February 2023

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301 or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303 or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS S.A.S.

Type/Model designation(s):
A380 aeroplanes

Effective Date: 22 February 2023

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Frame 80 Fairing Outboard End Fitting Assemblies – Inspection

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Manufacturer(s):
Airbus

Applicability:
Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) as identified in the SB.

Definitions:
For the purpose of this AD, the following definition apply:

The SB: Airbus Service Bulletin (SB) A380-53-8212.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:
As a result of a load analysis, it was determined that, for certain aeroplanes, the fatigue life of fuselage belly fairing outboard end fitting assemblies at frame (FR) 80 does not meet the design goals/specification.

This condition, if not detected and corrected, could lead to crack initiation in FR80 fairing joints, possibly resulting in reduced structural integrity of the affected fuselage areas.

To address this potential unsafe condition, Airbus published the SB, as defined in this AD, providing inspection instructions.

For the reason described above, this AD requires repetitive high-frequency eddy-current (HFEC) inspections of the fuselage belly fairing outboard end fitting assemblies at FR80, left-hand (LH) and right-hand (RH) sides, and, depending on findings, replacement of cracked parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before exceeding 14 900 flight cycles (FC) since aeroplane date of manufacture, and, thereafter, at intervals not to exceed 2 200 FC, accomplish an HFEC inspection of the fuselage fairing outboard end fitting assemblies at FR80, LH and RH sides, in accordance with the instructions of section 3 of the SB.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, replace each cracked fitting assembly with a new fitting assembly in accordance with the instructions of section 3 of the SB.

Deferred Inspection following Replacement:

(3) Following installation of a new fitting assembly as required by paragraph (2) of this AD, the first HFEC inspection for that part can be deferred to 14 900 FC after installation. Thereafter, repetitive HFEC inspections of that fitting assembly must be accomplished as required by paragraph (1) of this AD.

Terminating Action:

(4) None.

Ref. Publications:

Airbus SB A380-53-8212 original issue dated 13 December 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 09 January 2023 as PAD 23-003 for consultation until 06 February 2023. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – 1IANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.