


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0066</p> <p>Date: 15 March 2013</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>		<p>Type/Model designation(s): A380 aeroplanes</p>
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:	29 March 2013
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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 08 February 2013 as PAD 13-029 for consultation until 08 March 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone : +33 562 110 253 ; Fax: +33 562 110 307 E-mail: account.airworth-A380@airbus.com.