


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0090</p> <p>Date: 17 April 2014</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:	This AD supersedes EASA AD 2011-0013R1 dated 27 March 2012.	
ATA 53		
Fuselage – Wing-To-Body Fairing Support Structure – Inspection / Replacement / Repair		
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification 71346 has been embodied in production.	
Reason:	<p>One A380 aeroplane operator reported that, during removal of a belly fairing panel, due to a damaged seal, the support structure of panel 195DT/196DT and panel 195ET/196ET at frames (FR) 48, FR50, FR52 and FR54, were found cracked or broken. The results of subsequent investigations indicated that the root cause is fatigue related, due to an unexpected bending moment and also stress corrosion at FR54.</p> <p>This condition, if not detected and corrected, could lead to the in-flight loss of the affected support structure and/or (parts of) panels, possibly resulting in injury to persons on the ground.</p> <p>To address this potential unsafe condition, Airbus issued All Operators Telex (AOT) 380-53A8028 to provide inspection instructions and EASA issued AD 2011-0013 to require detailed visual inspections (DVI) of the affected structural parts to detect cracks or damages, reporting of the inspection results and accomplishment of the applicable corrective actions.</p> <p>After that AD was issued, Airbus developed reinforced webs and fittings of the wing-to-body fairing support structure at FR48, FR50, FR52 and FR54, available for in-service application through Service Bulletin (SB) A380-53-8030,</p>	

	<p>to ensure the structural integrity of this area. Consequently, EASA issued AD 2011-0013R1 to introduce that modification as an optional terminating action for the repetitive inspections required by the AD.</p> <p>Since EASA AD 2011-0013R1 was issued, Airbus issued SB A380-53-8050, which supersedes the requirements of AOT A380-53A8028.</p> <p>For the reason described above, this new AD retains the requirements of EASA AD 2011-0013R1, which is superseded, and requires accomplishment of repetitive inspections of the affected area.</p>				
Effective Date:	01 May 2014				
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold as specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 350 flight cycles (FC) or 3 000 flight hours (FH), whichever occurs first, accomplish a DVI of the belly fairing webs and rear and forward fittings from FR48 to FR54 on the left-hand and right-hand sides in accordance with the instructions of Airbus SB A380-53-8050.</p> <p style="text-align: center;">Table 1 – Threshold (whichever occurs later, A or B)</p> <table border="1" data-bbox="568 815 1428 1003"> <tr> <td style="text-align: center;">A</td> <td>Before exceeding 950 FC or 8 000 FH, whichever occurs first since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 50 FC or 400 FH, whichever occurs first after the effective date of this AD</td> </tr> </table> <p>(2) If, during any DVI as required by paragraph (1) of this AD, any discrepancy is detected, as specified in Airbus SB A380-53-8050, before next flight, accomplish one of the two actions, as specified in paragraph (2.1) or (2.2) of this AD:</p> <p>(2.1) Replace the cracked or damaged parts with serviceable parts in accordance with the instructions of Airbus SB A380-53-8050, or</p> <p>(2.2) Replace the complete set of belly fairing webs, rear fittings and forward fittings at FR48, FR50, FR52 and FR54, in accordance with the instructions of Airbus SB A380-53-8050.</p> <p>(3) Inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Airbus AOT A380-53A8028, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD. After the effective date of this AD, the repetitive inspections and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A380-53-8050.</p> <p>(4) Accomplishment of corrective actions as required by paragraph (2) of this AD does not constitute terminating action for the repetitive DVI as required by paragraph (1) of this AD. After replacement of parts as specified in paragraph (2.2) of this AD, the next due DVI, as required by paragraph (1) of this AD, can be deferred to 950 FC or 8 000 FH, whichever occurs first after that replacement.</p> <p>(5) If, during any DVI as required by paragraph (1) of this AD, any discrepancy is detected, within 30 days after the inspection, report the results to Airbus.</p> <p>(6) Modification of an aeroplane by installation of reinforced webs and fittings in accordance with the instructions of SB A380-53-8030 constitutes terminating action for the repetitive DVI as required by paragraph (1) of this AD for that aeroplane.</p>	A	Before exceeding 950 FC or 8 000 FH, whichever occurs first since aeroplane first flight	B	Within 50 FC or 400 FH, whichever occurs first after the effective date of this AD
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Ref. Publications:	Airbus AOT A380-53A8028 original issue, dated 02 December 2010. Airbus SB A380-53-8030 original issue, dated 26 August 2011. Airbus SB A380-53-8050 original issue, dated 09 December 2013. 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 07 March 2014 as PAD 14-047 for consultation until 04 April 2014. 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), E-mail: account.airworth-A380@airbus.com.