



Airworthiness Directive

AD No.: 2017-0015

Issued: 31 January 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A380 aeroplanes

Effective Date: 14 February 2017

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Belly Fairing – Inspection / Repair / Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers 0003, 0005 to 0017 inclusive, 0019 to 0023 inclusive, 0025 to 0031 inclusive, 0033 to 0036 inclusive, 0038 to 0052 inclusive, 0054 to 0059 inclusive, 0061 to 0090 inclusive, 0092 to 0094 inclusive, 0096, 0098 to 0101 inclusive, 0103, 0105 to 0112 inclusive, 0114, 0120 and 0122.

Reason:

It has been reported that, during scheduled maintenance checks accomplished by Airbus A380 operators, cracks were found on the beam members at the belly fairing (BF) centre aft section at frame (FR) 65 and FR69 near junction with stringer (STRG) 2 on the left-hand (LH) and right-hand (RH) side. Investigation results revealed the potential existence of additional stresses in the area, due to the contact of the inner body landing gear door with the surrounding panel of the BF (seal area). These stresses may likely have initiated the detected cracks.

This condition, if not detected and corrected, could lead to a structural failure, adversely affecting the structural integrity of the aeroplane.



To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-53-8128, providing inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the belly fairing area at FR65 and FR69 at the STRG2 joints on the LH and RH side (hereafter referred to as 'the affected area' in this AD), and, depending on findings, repair or replacement of the affected parts.

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

Required as indicated, unless accomplished previously:

- (1) Within 1 200 flight cycles (FC) or 8 800 flight hours (FH), whichever occurs first after the effective date of this AD and, thereafter, at intervals not to exceed 1 200 FC or 8 800 FH, whichever occurs first, accomplish a detailed inspection (DET) of the belly fairing area at FR65 and FR69 at STRG2 joint on the LH and RH side, in accordance with the instructions of Airbus SB A380-53-8128.
- (2) If, during any DET as required by paragraph (1) of this, any crack is found, before next flight, comply with the requirements of either paragraph (2.1) or (2.2) of this AD, in accordance with the instructions of Airbus SB A380-53-8128:
 - (2.1) Repair the damaged structural part(s) of FR65 or FR69, as applicable.
 - (2.2) Replace the FR65 or FR69, as applicable, between STRG2 LH and STRG2 RH, with a serviceable part.
- (3) Replacement on an aeroplane of the FR65 or FR69 between STRG 2LH and STRG 2RH, as applicable, as required by paragraph (2.2) of this AD, does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.
- (4) Repair of any affected area on an aeroplane (without deviation from drawings), as required by paragraph (2.1) of this AD, constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for the repaired area on that aeroplane.

Ref. Publications:

Airbus SB A380-53-8128 original issue, dated 01 December 2016.

The use of later approved revisions of this 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 14 December 2016 as PAD 16-171 for consultation until 11 January 2017. The Comment Response Document can be found at <http://ad.easa.europa.eu>.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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.

