



## Airworthiness Directive

**AD No.:** 2017-0188R1

**Issued:** 16 June 2020

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, 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 (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A380 aeroplanes

**Effective Date:** Revision 1: 23 June 2020  
Original issue: 06 October 2017

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2017-0188 dated 22 September 2017.

## ATA 53 – Fuselage – Frame 94 Upper Shell – Inspection

### Manufacturer(s):

Airbus

### Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN), except MSN 0162 and 0167, and except those that have embodied Airbus modification (mod) 74725 in production.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The inspection SB:** Airbus Service Bulletin (SB) A380-53-8133.

**The modification SB:** Airbus SB A380-53-8078.

### Reason:

During fatigue testing, damage was detected at the frame (FR) 94 upper shell, in the location of the frame-stringer junctions between stringers (STGR) 1 and 18, on the left-hand (LH) and right-hand (RH) sides.



This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

To address this potential unsafe condition, Airbus issued the inspection SB to provide instructions for repetitive inspections of the affected fuselage structural elements and, depending on findings, corrective action(s). Airbus also developed production mod 74725 to improve the fatigue resistance of the fuselage structure in the area of the FR94 upper shell, and mod 74738 and 76151, available for in-service aeroplanes through the modification SB.

For the reasons described above, this AD requires repetitive detailed inspections (DET) and high frequency eddy current (HFEC) inspections at the FR94 upper shell, and, depending on findings, accomplishment of applicable corrective action(s). This AD also introduces an optional modification as terminating action for the repetitive inspections required by this AD.

This AD is revised to introduce an extended interval for initial and repetitive DET.

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

Required as indicated, unless accomplished previously:

#### Inspection(s):

- (1) Before exceeding 8 800 flight cycles (FC) since the aeroplane first flight, and, thereafter, at intervals not to exceed 4 400 FC, accomplish a DET in the area of skin-stringer connections (shearweb connections and cleat) from STGR 1 to 18, LH and RH sides, at FR94 in accordance with the instructions of the inspection SB.

#### Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, no damaged fastener is detected, before next flight, accomplish an HFEC inspection of the glare skin panel and bend radius of aluminium shearwebs in locations of STGR 1, 5, 11, 13, 15, 16 and 18, LH and RH sides, at FR94 in accordance with the instructions of the inspection SB.
- (3) If, during any inspection (DET or HFEC) as required by paragraph (1) or (2) of this AD, damaged fasteners or cracks are detected, before next flight, accomplish the applicable corrective action(s) (further inspections and/or repair and/or contact Airbus for further instructions) in accordance with the instruction of the inspection SB.

#### Optional Terminating Action:

- (4) Accomplishment of an HFEC inspection on an aeroplane as required by paragraph (2) of this AD, without any crack detected, and concurrent modification of that aeroplane in accordance with the instructions of the modification SB, constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.

### Ref. Publications:

Airbus SB A380-53-8078 original issue dated 21 April 2017.

Airbus SB A380-53-8133 original issue dated 27 April 2017, or Revision 01 dated 01 February 2018, or Revision 02 dated 02 June 2020.



The use of later approved revisions of these documents 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. The original issue of this AD was posted on 03 August 2017 as PAD 17-106 for consultation until 31 August 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS - EIANA (Airworthiness Office), E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

