


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0003</b></p> <p><b>Date: 08 January 2015</b></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 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 [EU 1321/2014 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><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A380 aeroplanes</p>	
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 53</b>	<b>Fuselage – Cone / Rear Fuselage / Section 19 – Modification</b>	
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification (mod) 73495 has been embodied in production.	
Reason:	<p>A recent comprehensive mechanical and thermal load analysis of the A380 aeroplane fuselage Section 19 revealed a flange instability affecting Frame (FR) 101, FR108 and FR110.</p> <p>This condition, if not corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus developed production modification (mod.) 73495, which reinforces the affected area, and issued Service Bulletin (SB) A380-53-8085 and SB A380-53-8086, providing modification instructions for in-service aeroplanes.</p> <p>For the reasons described above, this AD requires modification of the affected areas.</p>	
Effective Date:	22 January 2015	
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 8 years after the date of the issuance of the original certificate of airworthiness or date of issuance of the original export certificate of</p>	

	airworthiness, whichever occurs first, modify the cone/rear fuselage by reinforcing of the structure on FR101, FR108 and FR110 in accordance with the instructions of Airbus SB A380-53-8086 (for pre-mod 63221 aeroplanes) or SB A380-53-8085 (for post-mod 63221 aeroplanes), as applicable to the aeroplane configuration.
Ref. Publications:	Airbus SB A380-53-8085 original issue dated 27 November 2014, Airbus SB A380-53-8086 original issue dated 27 November 2014.  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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 01 December 2014 as PAD 14-169 for consultation until 29 December 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</li> </ol>