



Airworthiness Directive

AD No.: 2021-0007

Issued: 07 January 2021

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: 21 January 2021

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 54 – Nacelles / Pylons – Inboard Pylon Box Dog Head Fitting Holes – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The applicable SB: Airbus Service Bulletin (SB) A380-54-8070 (Rolls-Royce Trent 900 engines) and SB A380-54-8072 (Engine Alliance GP7200 engines), as applicable, both at Revision 01.

Affected holes: Fastener holes at the Dog Head fittings of the inboard (engines #2 and #3) pylon boxes, at locations as indicated in the applicable SB.

Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.

Reason:

During the full scale fatigue test, cracks have been found at a fastener hole of the Dog Head fitting in the inboard (engines #2 and #3) pylon box.



This condition, if not detected and corrected, could lead under fatigue effects to crack propagation in the primary structure, possibly resulting in Dog Head fitting and adjacent structure in-flight detachment and consequent damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable SB to provide instructions to inspect the affected holes.

For the reasons described above, this AD requires repetitive special detailed inspections (SDI) of the affected holes and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) Within the compliance time, and, thereafter, at intervals not to exceed the value as defined in Table 1 of this AD, as applicable, accomplish an SDI (including rototest) of the affected holes in accordance with the instructions of the applicable SB.

Table 1 – Initial Inspection

Aeroplanes	Compliance Time	Interval
A380-841 and A380-842	Before exceeding 10 000 flight cycles (FC) since Airbus date of manufacture	6 600 FC
A380-861	Before exceeding 14 500 FC since Airbus date of manufacture	9 700 FC

Corrective Action(s):

- (2) Depending on findings during each SDI and rototest as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s), and, thereafter, depending on findings, accomplish any applicable follow-on action(s) in accordance with the instructions (see Note 1 of this AD) of the applicable SB, or in accordance with approved instructions provided by Airbus, as applicable.

Note 1: Using Section 1.E, Table 1 and the Flowcharts (for initial and repeat inspection, respectively) as provided in the applicable SB is an acceptable method to determine which action is required and when.

Terminating Action:

- (3) None.



Ref. Publications:

Airbus SB A380-54-8070 Revision 01 dated 05 January 2021.

Airbus SB A380-54-8072 Revision 01 dated 05 January 2021.

The use of later approved revisions of the above-mentioned 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. This AD was posted on 12 March 2020 as PAD 20-051 for consultation until 09 April 2020 and republished on 17 April 2020 as PAD 20-051R1 for additional consultation until 31 July 2020. No comments were received during the consultation periods.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

