



Airworthiness Directive

AD No.: 2022-0001

Issued: 07 January 2022

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 2022

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0038 dated 19 February 2019.

ATA 57 – Wings – Inner Rear Spar Trailing Edge – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 78726 and mod 78091 have been embodied in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-57-8231.

The additional SB: Airbus SB A380-57-8274.

Reason:

During a walk-around on an A380 aeroplane, a fuel leak was observed at the root of the right-hand (RH) wing area. Subsequent investigations revealed fluid accumulation in the wing lower cover between Rib 13 and Rib 15, aft of the rear spar and forward (FWD) of the false rear spar. There is a possibility that fuel accumulates outboard of Rib 13 and can track across the bottom of the wing and down to the wing landing gear (WLG).



This condition, if not corrected, could lead to fuel dropping on hot WLG parts, possibly resulting in a fire propagation up to the wing and consequent loss of the aeroplane.

To initially address this unsafe condition, Airbus developed mod 78091, adding 3 drainage holes at the wing lower panel 4 between Rib 13 and Rib 15, RH and left-hand (LH) sides, aft of the rear spar and FWD of the false rear spar, and published the SB, as defined in this AD, to provide instructions for in-service modification. Consequently, EASA issued AD 2019-0038 to require modification of the wing inner rear spar trailing edge (TE).

Since that AD was issued, it was determined that these drain holes do not entirely prevent fluids from passing inboard of wing TE at Rib 13 aft and subsequently tracking along the lower cover towards the WLG. To address this finding, Airbus developed mod 78726 and issued the additional SB, as defined in this AD. This provides instructions to install 5 seal plates to seal the lower stringer mouse holes in wing TE Rib 13 aft (both LH and RH) as well as 2 additional drain holes in lower panel 4, aft of the rear spar outboard of wing TE Rib 13 aft.

For the reasons described above, this AD retains the requirements of EASA AD 2019-0038, which is superseded, and requires additional modifications of the wing inner rear spar TE.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 18 months after 05 March 2019 [the effective date of EASA AD 2019-0038], modify the wing inner rear spar TE, RH and LH sides, in accordance with the instructions of the SB.
- (2) Within 12 months after the effective date of this AD, modify the wing inner rear spar TE, RH and LH sides, in accordance with the instructions of the additional SB.

Ref. Publications:

Airbus SB A380-57-8231 original issue dated 20 December 2018.

Airbus SB A380-57-8274 original issue dated 16 September 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 24 November 2021 as PAD 21-172 for consultation until 22 December 2021. No comments were received during the consultation period.
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 – EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

