Airworthiness Directive

AD No.: 2019-0038

Issued: 19 February 2019

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:	05 March 2019
TCDS Number(s):	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None

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 aeroplanes that have embodied Airbus modification (mod) 78091 or mod 78030 in production.

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

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

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 address this unsafe condition, Airbus developed mod 78091 and mod 78030, 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 to provide instructions for in-service modification.

For the reasons described above, this AD requires a modification of the wing inner rear spar trailing edge.

Required Action(s) and Compliance Time(s):
Required as indicated, unless accomplished previously:

Modification:
Within 18 months after the effective date of this AD, modify the wing inner rear spar trailing edge, RH and LH sides, in accordance with the instructions of the SB.

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

The use of later approved revisions of the above-mentioned 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 17 January 2019 as PAD 19-008 for consultation until 14 February 2019. 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.

5. 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.