EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0153R1 **Date: 06 August 2015** 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.

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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A380 aeroplanes

TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2014-0153 dated 26 June 2014.
ATA 57	**Wings – Movable Flap Track Fairing (MFTF) #6 – Inspection / Replacement / Modification**
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers on which Airbus modification (mod) 68729 or mod 71589 has been embodied in production, or Airbus Service Bulletin (SB) A380-57-8017 or SB A380-57-8036 has been embodied in service, except aeroplanes on which Airbus mod 74424 has been embodied in production.
Reason:	As a result of introduction of reinforced MFTF #6 pivot, flight tests and stress assessments have shown that cracks can occur at the U-Frame structure of the reinforced Left-Hand (LH) and Right-Hand (RH) MFTF #6. For aeroplanes fitted with this reinforced MFTF #6 pivot (corresponding to the following Part Numbers: L5758411600200, L5758411600300, L5758411600400, L5758411600500, L5758411600600, L5758411600700, L5758411600800, L5758411600900), cracks at the aft attachment of the mid flap track fairing could lead to in flight detachment of the fairing. This condition, if not detected and corrected, could result in injuries to persons on the ground. To address this unsafe condition, EASA issued AD 2011-0002 to require repetitive inspections of the MFTF #6 U-Frame to early detect cracks and, if any crack is found, to replace the MFTF#6. Since that AD was issued, Airbus developed mod 71589 of affected MFTF #6, available for accomplishment in service through Airbus SB A380-57-8036, as an interim fix to the repetitive inspections required by that AD. Consequently, EASA issued AD 2011-0002R1 to exclude aeroplanes that embodied Airbus mod 71589 in production and to specify that aeroplanes

	modified in service in accordance with Airbus SB A380-57-8036 were (temporarily) no longer affected by the repetitive inspections. Since AD 2011-0002R1 was issued, Airbus issued SB A380-57-8096 to provide inspection instructions for aeroplanes that embodied Airbus mod 71589 in production, or modified in service in accordance with Airbus SB A380-57-8036. Consequently, EASA issued AD 2014-0153, retaining the requirements of EASA AD 2011-0002R1, which was superseded, and adding repetitive inspections for post-mod 71589 and post-SB A380-57-8036 aeroplanes. Since that AD was issued, Airbus developed a modification of the flap track fairing (Airbus mod 74424) available through SB A380-57-8093. For the reason described above, this AD is revised to reduce the Applicability by excluding aeroplanes that have embodied mod 74424 in production, and to introduce the modification of the MFTF#6 in accordance with Airbus SB A380-57-8093 as an optional terminating action for the repetitive inspections required by this AD. Note: Airbus developed additional modifications of the MFTF#6 and surrounding structure for which additional SBs were issued. Airbus provides instructions for concurrent embodiment of these modifications with embodiment of the modification of the MFTF #6 as specified in this AD.
Effective Date:	Revision 1: 13 August 2015 Original Issue: 10 July 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: **For aeroplanes incorporating Airbus mod 68729 in production or Airbus SB A380-57-8017 in service, except those incorporating Airbus mod 71589 in production, or Airbus SB A380-57-8036 in service:** (1) Before the MFTF #6 exceeds 800 flight cycles (FC) since its first installation on an aeroplane, and, thereafter, at intervals not to exceed 160 FC, accomplish a High Frequency Eddy Current (HFEC) inspection of the LH and RH MFTF #6 to detect any crack in accordance with the instructions of Airbus SB A380-57A8032. (2) If, during any HFEC inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, replace the MFTF#6 with a serviceable part in accordance with the instructions of Airbus SB A380-57A8032. (3) Replacement of an MFTF #6 as required by paragraph (2) of this AD does not constitute terminating action for the initial and repetitive inspections required by paragraph (1) of this AD. **For aeroplanes incorporating Airbus mod 71589 in production, or Airbus SB A380-57-8036 in service:** (4) Before the mid-fairing or tail cone of the MFTF #6 exceeds 7 900 FC since its first installation on an aeroplane, and thereafter, at intervals not to exceed the compliance time values as defined in Airbus SB A380-57-8096, inspect the LH and RH MFTF #6 to detect any crack in accordance with the instructions of Airbus SB A380-57-8096. (5) If, during any inspection as required by paragraph (4) of this AD, any discrepancy is detected, as defined in Airbus SB A380-57-8096, before next flight, replace the damaged part(s) of the MFTF #6 with new part(s) in accordance with Airbus SB A380-57-8096. (6) Replacement of damaged part(s) as required by paragraph (5) of this AD does not constitute terminating action for the initial and repetitive inspections required by paragraph (4) of this AD.

	For all aeroplanes affected by this AD: (7) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-57-8093 constitutes (optional) terminating action for the repetitive inspections as required by paragraph (1) or (4) of this AD, as applicable, for that aeroplane.
Ref. Publications:	Airbus SB A380-57A8032 original issue dated 26 November 2010. Airbus SB A380-57-8017 original issue dated 05 June 2009. Airbus SB A380-57-8036 original issue dated 13 July 2012. Airbus SB A380-57-8096 original issue dated 16 April 2014. Airbus SB A380-57-8093 original issue, dated 10 December 2014. 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 22 May 2014 as PAD 14-081 for consultation until 19 June 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), E-mail: account.airworth-A380@airbus.com.