


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0123	
	Date: 26 June 2015	
<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>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A380 aeroplanes	
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 57	Wings – Flap Track # 6 – Modification	
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN), except aeroplane on which Airbus modifications 74442, 74423, 74596, 74424 and 74419 have been embodied in production.	
Reason:	<p>It has been concluded that the assumed acting loads on the flap track (FT) #6, used during the type certification were incorrect, as shown during the A380 flight-testing performed to support investigation of the flap track vibration issue.</p> <p>Analysis of the FT #6 and Aft Wing Bracket, taking into account the corrected loads, has determined that the service lives of these parts have to be limited. The fatigue life of these parts is dependent on the flap configuration setting used during take-off. The use of flap configuration 3 setting is considered to be the most demanding setting affecting fatigue behaviour of the affected parts.</p> <p>This condition, if not corrected, could lead to failure and consequent in-flight loss of flap beam #6, including the attached flap, possibly resulting in damage to the aeroplane and/or difficulty to control the aeroplane and injury to persons on the ground.</p> <p>To address this potential unsafe condition, Airbus developed a set of modifications available through Service Bulletins (SB) listed in Table 1 of this AD. In order to restore the fatigue life of the FT#6 and surrounding structure, those SB's have to be embodied concurrently.</p>	

	<p style="text-align: center;">Table 1 List of modification SB's</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">SB reference</th> <th style="text-align: left;">SB title</th> </tr> </thead> <tbody> <tr> <td>A380-57-8091</td> <td>Modification of the flap track beam and aft kinematic.</td> </tr> <tr> <td>A380-57-8092</td> <td>Modification of the wing to flap track interfaces.</td> </tr> <tr> <td>A380-57-8093</td> <td>Modification of the flap track fairing.</td> </tr> <tr> <td>A380-57-8094</td> <td>Modification of the flap fairing bracket.</td> </tr> </tbody> </table> <p>For the reason described above, this AD requires modification of the FT#6 and surrounding structure.</p>	SB reference	SB title	A380-57-8091	Modification of the flap track beam and aft kinematic.	A380-57-8092	Modification of the wing to flap track interfaces.	A380-57-8093	Modification of the flap track fairing.	A380-57-8094	Modification of the flap fairing bracket.
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Effective Date:	03 July 2015										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the compliance time as defined in Appendix 1 of this AD, as applicable, depending on the flap configuration 3 setting usage, modify the Left Hand (LH) and Right Hand (RH) FT#6 and surrounding structure in accordance with the instructions of Airbus SB A380-57-8091, SB A380-57-8092, SB A380-57-8093 and SB A380-57-8094. <p>Review of the aeroplane operational records is acceptable to make the determination of the flap configuration usage since aeroplane first flight, provided those records can be relied upon for that purpose.</p> <ol style="list-style-type: none"> (2) If, during modification of an aeroplane as required by paragraph (1) of this AD, any discrepancy (see Note) is detected, which makes the accomplishment of any part of the modification instructions impossible, before next flight, contact Airbus to obtain an approved Repair Design Approval Sheet, or Technical Adaptations, or Technical Disposition, and accomplish that repair accordingly, including post-repair follow-on action(s), as applicable. <p>Note: For the purpose of this AD, a discrepancy is a necessary design deviation due to production related concessions that directly affect the sensitive area of the modification.</p>										
Ref. Publications:	<p>Airbus SB A380-57-8091 original issue, dated 15 December 2014.</p> <p>Airbus SB A380-57-8092 original issue, dated 10 December 2014.</p> <p>Airbus SB A380-57-8093 original issue, dated 10 December 2014.</p> <p>Airbus SB A380-57-8094 original issue, dated 10 December 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>										
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 05 May 2015 as PAD 15-057 for consultation until 18 June 2015. The Comment Response Document can be found at http://ad.easa.europa.eu. 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: 										

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Appendix 1

Replacement Compliance Time

Usage of flap configuration 3 setting during take-off	Compliance Time
<p>Equal to or more than 10% usage of configuration 3 setting or aeroplanes for which the usage of less than 10% configuration setting cannot be demonstrated</p>	<p><u>For MSN 0003, 0005 through 0014 inclusive:</u> 3 100 flight cycles (FC) since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing Bracket on an aeroplane, as applicable, or within 150 FC from the effective date of this AD, whichever occurs later.</p> <p><u>For MSN 0015 through 0167 inclusive:</u> 3 400 FC since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing Bracket on an aeroplane, as applicable, or within 150 FC from the effective date of this AD, whichever occurs later.</p>
<p>Less than 10% usage of configuration 3 setting for a cumulated period of 2 000 FC within 4 000 FC since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing Bracket on an aeroplane, as applicable.</p>	<p>4 000 FC since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing Bracket on an aeroplane, as applicable.</p>
<p>Less than 10% usage of configuration 3 setting for a cumulated period of 3 000 FC within 4 371 FC since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing Bracket on an aeroplane, as applicable.</p>	<p>4 371 FC since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing Bracket on an aeroplane, as applicable.</p>
<p>Less than 10% usage of configuration 3 setting for a cumulated period of 4 000 FC within 4 688 FC since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing Bracket on an aeroplane, as applicable.</p>	<p>4 688 FC since the aeroplane first flight or since the last installation of the FT#6 and Aft Wing bracket on an aeroplane, as applicable.</p>