

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0136R1</p> <p>Date: 16 September 2015</p> <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>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A380 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.110</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2015-0136 dated 08 July 2015.</p>	
<p>ATA 55</p>	<p>Stabilizers – Inboard and Outboard Elevators Hinge Lines – Inspection</p>	
<p>Manufacturer(s):</p>	<p>Airbus</p>	
<p>Applicability:</p>	<p>Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN).</p>	
<p>Reason:</p>	<p>Occurrences were reported by A380 operators involving bushing migration on inboard and outboard elevator hinge and actuator fittings, improper elevator centering and inappropriate gap dimensions. The occurrences were identified during accomplishment of scheduled maintenance inspections. Subsequent investigation also determined further discrepancies:</p> <ul style="list-style-type: none"> – damaged safety tabs on elevator fittings, – axial and radial play of bearings in lateral rod bars, and – structural play (wear) of trimmable horizontal stabilizer fittings and bearings. <p>This condition, if not detected and corrected, could affect the elevator connection structural integrity, possibly resulting in reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-55-8002 to provide inspection instructions and EASA issued AD 2015-0136 to require a one-time detailed inspection (DET) of the left-hand (LH) and right-hand (RH) inboard and outboard elevator hinges and actuator fittings and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>Following issuance of this AD, it was determined that the paragraph (4) of this AD needs clarification and that the inspection of a replacement elevator (elevator that has a different serial number as the one previously installed), as</p>	

	<p>required by paragraph (5) of this AD can be accomplished only after installation of that elevator on an aeroplane. For the reason described above, this AD is revised to clarify paragraph (4) of this AD and to specify conditions for installation of a replacement elevator on an aeroplane, as required by paragraph (5) of this AD.</p> <p>Pending the results of the on-going investigation, this AD is still considered to be an interim measure and further AD action may follow.</p>						
Effective Date:	<p>Revision 1: 16 September 2015</p> <p>Original issue: 22 July 2015</p>						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, as applicable, accomplish a DET of the LH and RH inboard and outboard elevator hinges and actuator fittings in accordance with the instructions of Airbus SB A380-55-8002.</p> <p style="text-align: center;">Table 1 – One-time DET</p> <table border="1" data-bbox="547 757 1406 981"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance Time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Before exceeding 3 600 flight cycles (FC) or 26 500 flight hours (FH), whichever occurs first since aeroplane first flight</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 500 FC or 3 680 FH, whichever occurs first after 22 July 2015 [the effective date of the original issue of this AD]</td> </tr> </tbody> </table> <p>(2) If, during the DET as required by paragraph (1) of this AD, any discrepancy, as defined in Airbus SB A380-55-8002, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A380-55-8002.</p> <p>(3) Within 30 days after the DET as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus.</p> <p>(4) Inspection and corrective actions, accomplished on an aeroplane before 22 July 2015 [the effective date of the original issue of this AD] in accordance with the instructions of an Airbus Technical Disposition (TD) as specified in Appendix 1 of this AD, as applicable to MSN, are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD for that aeroplane.</p> <p>(5) From the effective date of this AD, installation of a replacement elevator on an aeroplane is allowed, provided that after installation the elevator is inspected, and, depending on findings corrected, before exceeding 3 600 FC or 26 500 FH accumulated by the elevator, whichever occurs first, from its first installation on an aeroplane, in accordance with the instructions of Airbus SB A380-55-8002, unless it can be demonstrated that the hinges and actuators fittings of the replacement elevators were already inspected and, depending on findings corrected, as required by paragraph (1), (2) and (3) of this AD.</p>	Compliance Time (whichever occurs later, A or B)		A	Before exceeding 3 600 flight cycles (FC) or 26 500 flight hours (FH), whichever occurs first since aeroplane first flight	B	Within 500 FC or 3 680 FH, whichever occurs first after 22 July 2015 [the effective date of the original issue of this AD]
Compliance Time (whichever occurs later, A or B)							
A	Before exceeding 3 600 flight cycles (FC) or 26 500 flight hours (FH), whichever occurs first since aeroplane first flight						
B	Within 500 FC or 3 680 FH, whichever occurs first after 22 July 2015 [the effective date of the original issue of this AD]						
Ref. Publications:	<p>Airbus SB A380-55-8002 original issue, dated 13 May 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Airbus TD_G1_S4_05612_2013 issue A dated 26 November 2013.</p> <p>Airbus TD_G15_S4_00195_2014 issue A dated 12 December 2014.</p> <p>Airbus TD_G15_S4_00237_2015 issue A dated 16 January 2015.</p> <p>Airbus TD_G15_S4_00225_2015 issue A dated 08 January 2015.</p>						

	<p>Airbus TD_G15_S4_00213_2014 issue A dated 12 December 2014.</p> <p>Airbus TD_G15_S4_00207_2014 issue A dated 07 January 2015.</p> <p>Airbus TD_G1_S4_06050_2014 issue B dated 10 February 2014.</p> <p>Airbus TD_G1_S4_05613_2013 issue A dated 11 December 2013.</p> <p>Airbus TD_G1_S4_06829_2014 issue A dated 14 May 2014.</p> <p>Airbus TD_G1_S4_04696_2013 issue A dated 16 July 2013.</p> <p>Airbus TD_G1_S4_04619_2013 issue A dated 16 July 2013.</p> <p>Airbus TD_G15_S4_00214_2014 issue A dated 12 December 2014.</p> <p>Airbus TD_G15_S4_00297_2015 issue A dated 30 March 2015.</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. The original issue of this AD was posted on 03 June 2015 as PAD 15-075 for consultation until 01 July 2015. 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), Telephone : +33 562 110 253 ; Fax: +33 562 110 307 E-mail: account.airworth-A380@airbus.com.

Appendix 1 – Airbus TD

Airbus TD	Applicable to MSN
TD_G1_S4_05612_2013 issue A	0005
TD_G15_S4_00195_2014 issue A	0012
TD_G15_S4_00237_2015 issue A	0017
TD_G15_S4_00225_2015 issue A	0020
TD_G15_S4_00213_2014 issue A	0021
TD_G15_S4_00297_2015 issue A	0026
TD_G15_S4_00207_2014 issue A	0034
TD_G15_S4_00214_2014 issue A	0045
TD_G1_S4_06050_2014 issue B	0070
TD_G1_S4_04696_2013 issue A TD_G1_S4_04619_2013 issue A	0077
TD_G1_S4_06829_2014 issue A	0079
TD_G1_S4_05613_2013 issue A	0080
TD_G1_S4_06829_2014 issue A	0082
TD_G1_S4_05613_2013 issue A	0083
TD_G1_S4_05613_2013 issue A	0086
TD_G1_S4_05612_2013 issue A	0090

SUPERSEDED