



## Airworthiness Directive

**AD No.:** 2018-0267

**Issued:** 11 December 2018

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:** 25 December 2018

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 57 – Wings – Movable Flap Track Fairing # 2 U-Frame Bolt-Nut Couples – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0222 to 0233 inclusive, except MSN 0229 and 0232.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A380-57-8197.

**Reason:**

On the production line, it was discovered that three bolt-nut couples connecting the side-load-stay rear lever to the U-frame of the moveable flap track fairing number 2 (MFTF #2), left-hand (LH) and right-hand (RH) sides, had not been torqued in accordance with design specifications.

This condition, if not detected and corrected, could lead to in-flight loss of an MFTF #2, possibly resulting in injury to persons on the ground.

To address this unsafe condition, Airbus issued the SB to provide inspection instructions.



For the reasons described above, this AD requires accomplishment of a one-time detailed inspection (DET) of the affected bolt-nut couples for damage and other discrepancies, and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires, irrespective of findings, replacement of the bolt-nut couples and re-torque to the proper setting.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Before exceeding 36 months since aeroplane first flight, remove the bolts, nuts, cotter pins, washer and locking device from the MFTF#2, both LH and RH side, and accomplish a DET in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during the DET as required by paragraph (1) of this AD, any damage or discrepancy is detected, as specified in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

#### **Replacement / Re-Torque:**

- (3) Concurrent with the DET as required by paragraph (1) of this AD, replace the bolt-nut couples and re-torque to the proper setting in accordance with the instructions of the SB.

#### **Ref. Publications:**

Airbus SB A380-57-8197 original issue dated 19 September 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 11 October 2018 as PAD 18-138 for consultation until 08 November 2018. 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](mailto: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](mailto:account.airworth-A380@airbus.com).

