



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-060

Issued: 11 April 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A380 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0189 dated 26 September 2016.

ATA 57 – Wings – Trailing Edge Flap Track #3 and #4 Supports – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 77208 has been embodied in production.

Definitions:

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

Affected part: Supports of wing trailing edge (TE) flap tracks #3 and #4, both left-hand (LH) and right-hand (RH) sides.

Groups: Group 1 aeroplanes are those that do not have mod 75712 and mod 75713 embodied in production. Groups 2 aeroplanes are those that have mod 75712 and mod 75713 embodied in production.

The applicable SB: For Group 1 aeroplanes: Airbus Service Bulletin (SB) A380-57-8122 (tracks #3, LH and RH sides), SB A380-57-8123 (tracks #4, LH and RH sides), as applicable, both at Revision 02.



For Group 2 aeroplanes: SB A380-57-8193 (tracks #3, LH and RH sides), SB A380-57-8194 (tracks #4, LH and RH sides), as applicable.

Reason:

Prompted by flap track vibration reports, a re-assessment of the aerodynamic loads and the capability of the aft kinematic structure was made and resulted in changing the flap track fairing load path from a dual load path to a single load path (SLP) design. Furthermore, the analysis on the SLP fatigue and crack propagation scenario shows that the affected parts were not reaching the aeroplane full life. Consequently, the compression pads, which are located at the aft attachment area of the affected parts, must be modified to match the aeroplane full life.

This condition, if not corrected, could lead to failure and consequent in-flight loss of a wing TE flap track support, including the attached flap, possibly resulting in reduced control of, or damage to, the aeroplane.

To address this potential unsafe condition, Airbus developed mod 75712 and mod 75713, and published the SB A380-57-8122 and SB A380-57-8123, providing in-service modification instructions. Consequently, EASA published AD 2016-0189 to require modification of the affected parts.

After that AD was issued, it was determined that, for Group 1 aeroplanes modified in-service by the original issue or Revision 01 of those SBs, as well as for Group 2 aeroplanes modified in production, additional work is necessary to ensure an acceptable safety level. Consequently, Airbus published the applicable SBs, as defined in this AD. It was also determined that the compliance time for modification embodiment could be extended.

For the reasons described above, this AD retains partially the requirements of EASA AD 2016-0189, which is superseded, expands the Applicability to include aeroplanes in post-mod 75712 and post-mod 75713 configuration, requires additional work for certain aeroplanes, and extends the compliance time.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 and Group 2 aeroplanes: Before exceeding 8 800 flight cycles (FC) since aeroplane first flight, modify each affected part in accordance with the instructions of the applicable SB.

Additional Work:

- (2) For a Group 1 aeroplane that was modified, before the effective date of this AD in accordance with the instructions of Airbus SB A380-57-8122 or SB A380-57-8123 at original issue or Revision 01, before exceeding 8 800 FC since aeroplane first flight, accomplish the instructions identified as “additional work” in the applicable SB for each affected part.

Ref. Publications:

Airbus SB A380-57-8122 original issue dated 26 February 2016, or Revision 01 dated 22 July 2016, or Revision 02 dated 04 February 2019.



Airbus SB A380-57-8123 original issue dated 26 February 2016, or Revision 01 dated 22 July 2016, or Revision 02 dated 04 February 2019.

Airbus SB A380-57-8193 original issue dated 28 February 2019.

Airbus SB A380-57-8194 original issue dated 28 February 2019.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 09 May 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

