


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0105</p> <p>Date: 08 June 2010</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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A380 aeroplanes
TCDS Number : EASA.A.110	
Foreign AD : Not applicable	
Supersedure : None	
ATA 54	Nacelle and Pylons – Aft Pylon Fairing / Fasteners – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A380 aeroplanes, -841, -842, and -861 models, all manufacturer serial numbers (MSN).
Reason:	<p>Several cases of broken, missing or loosed fasteners have been reported on in-service A380 aeroplanes at the rear interface of the Aft Pylon Fairing (APF). These damages have been confirmed, through a one-time inspection program of the APF, to be present on a limited number of aeroplanes only.</p> <p>The APF is attached to the pylon primary structure through a forward, an intermediate and a rear interface. The rear interface is secured with 4 fasteners with associated anchor nuts (2 adjacent fasteners at the inboard side of the pylon, and 2 adjacent fasteners at the outboard side of the pylon).</p> <p>In case of failure at the rear interface, the forward and the intermediate interfaces are able to sustain the ultimate loads but the residual fatigue life is significantly decreased. This situation, if not detected and corrected, could lead to the in-flight loss of the fairing, potentially resulting in injuries to persons on the ground.</p> <p>This AD requires repetitive inspections of the four fasteners at each APF rear attachment to detect disengaged fasteners and the accomplishment of the associated corrective actions, as necessary.</p>

Effective Date:	22 June 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated,:</p> <ol style="list-style-type: none"> (1) Unless already accomplished, within 200 Flight Cycles (FC) since the last APF installation, or within 50 FC after the effective date of this AD, whichever occurs later, perform a visual inspection of the four fasteners at the APF rear attachment of each pylon, in accordance with the instructions defined in Airbus Service Bulletin (SB) A380-54-8011 Revision 01. (2) Repeat once the inspection required by paragraph (1) of this AD within: <ul style="list-style-type: none"> - 200 FC after the last inspection, or - 50 FC after the effective date of this AD, whichever occurs later. (3) Thereafter, repeat the inspection required by paragraph (1) of this AD at intervals not exceeding 200 FC after the last inspection. (4) If during the initial or the repetitive inspections required by paragraphs (1) , (2) or (3) of this AD : <ol style="list-style-type: none"> (4.1) More than one fastener is found disengaged on a pylon: before next flight, replace all disengaged and horizontally adjacent fasteners on this pylon and apply the associated corrective actions, in accordance with the instructions of Airbus SB A380-54-8011 Revision 01. (4.2) Only one fastener is found disengaged on a pylon: within 10 FC after the inspection, replace the disengaged and its horizontally adjacent fasteners on this pylon and apply the associated corrective actions, in accordance with the instructions of Airbus SB A380-54-8011 Revision 01. (5) Accomplishment of the requirements of paragraph (4) of this AD does not cancel the repetitive inspection requirements of this AD. (6) Within 10 days after the accomplishment of each inspection in accordance with paragraph (1), (2) or (3) of this AD, report the inspection results, including no findings, to Airbus. (7) Aeroplanes which have passed the inspection and applied the associated corrective actions before the effective date of this AD , in accordance with the instructions of Airbus SB A380-54-8011 at original issue, are compliant with the requirements of paragraphs (1) and (4) of this AD. After the effective date of this AD, the repetitive inspections required by paragraph (2) and (3) of this AD and the associated corrective actions required by paragraph (4) of this AD remain applicable and SB A380-54-8011 Revision 01 must be used.
Ref. Publications:	<p>Airbus Service Bulletin A380-54-8011 Revision 01.</p> <p>The use of later approved revisions of this document 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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.

:	<ol style="list-style-type: none">3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EANA (Airworthiness Office), E mail: account.airworth-A380@airbus.com and Nicolas.Cordeau@airbus.com ; Phone +33 562110253 ; Fax :+33 562 110 307.
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