


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0105R2</b></p> <p><b>Date: 05 March 2014</b></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 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 AD applies, except in accordance with the requirements of that AD, 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>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A380 aeroplanes
TCDS Number: EASA.A.110	
Foreign AD: Not applicable	
Revision: This AD revises EASA AD 2010-0105R1 dated 25 February 2013.	
<b>ATA 54</b>	<b>Nacelle and Pylons – Aft Pylon Fairing / Fasteners – Inspection / Modification</b>
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those that have been modified in production by installation of improved design (reinforced) APF in accordance with Airbus Modification (mod.) 70343 or 70344, as applicable to aeroplane model.
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, possibly resulting in injuries to persons on the ground.</p> <p>To address this potential unsafe condition, EASA issued AD 2010-0105 to require repetitive inspections of the four fasteners at each APF rear attachment to detect disengaged fasteners, the reporting of the inspection</p>



	<p>results and the accomplishment of the applicable corrective actions.</p> <p>Since that AD was issued, Airbus developed a reinforced APF with improved structural integrity, which is embodied in production through Airbus mod. 70343 or Airbus mod. 70344, and in service through associated Airbus Service Bulletin (SB) A380-54-8016 or Airbus SB A380-54-8017, as applicable to aeroplane model.</p> <p>EASA AD 2010-0105R1 was issued to reduce the Applicability by excluding aeroplanes that have the reinforced APF installed, and introducing installation of reinforced APF as an optional terminating action for the repetitive inspections required by this AD.</p> <p>After EASA AD 2010-0105R1 was issued, Airbus issued Airbus SB A380-54-8040 to provide instructions for installation of reinforced APF with improved fairings.</p> <p>For the reasons described above, this AD is revised to introduce in-service installation of reinforced APF in accordance with Airbus SB A380-54-8040 as an optional terminating action for the repetitive inspections required by this AD.</p>
Effective Date:	<p>Revision 2 : 10 March 2014</p> <p>Revision 1 : 04 March 2013</p> <p>Original Issue : 22 June 2010</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 200 flight cycles (FC) since the last APF installation, or within 50 FC after 22 June 2010 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not exceeding 200 FC, accomplish a visual inspection of the four fasteners at the APF rear attachment of each pylon, in accordance with the instructions of Airbus SB A380-54-8011.</li> <li>(2) Cancelled.</li> <li>(3) Cancelled – transferred to paragraph (1).</li> <li>(4) If, during any inspection as required by paragraph (1) of this AD: <ol style="list-style-type: none"> <li>(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 accomplish the applicable corrective actions, in accordance with the instructions of Airbus SB A380-54-8011.</li> <li>(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 accomplish the applicable corrective actions, in accordance with the instructions of Airbus SB A380-54-8011.</li> </ol> </li> <li>(5) Accomplishment of corrective actions as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD.</li> <li>(6) Within 10 days after the accomplishment of each inspection in accordance with paragraph (1) of this AD, report the inspection results, including no findings, to Airbus.</li> <li>(7) Cancelled.</li> <li>(8) Modification of an aeroplane by replacement of all APF with improved design (reinforced) APF in accordance with the instructions of Airbus SB A380-54-8016 or SB A380-54-8017 or SB A380-54-8040, as applicable to aeroplane model, constitutes terminating action for the repetitive</li> </ol>



	inspections as required by paragraph (1) of this AD for that aeroplane.
Ref. Publications:	<p>Airbus SB A380-54-8011 original issue dated 17 December 2009, or Revision 01 dated 10 May 2010.</p> <p>Airbus SB A380-54-8016 original issue dated 12 October 2012.</p> <p>Airbus SB A380-54-8017 original issue dated 15 November 2012.</p> <p>Airbus SB A380-54-8040 original issue dated 14 January 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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office) E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</li> </ol>