

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0218 Date: 22 October 2010 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.
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 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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A380 aeroplanes
TCDS Number : EASA.A.110	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2009-0213 dated 08 October 2009.	
ATA 57	Wings – Inner Leading Edge Droop Nose 1 Sidestay Bracket – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A380 aeroplanes, -841, -842 and -861 models, all serial numbers, except aeroplanes on which Airbus modification (mod) 70175 has been embodied in production on both wings.
Reason:	A crack has been found on the Droop Nose (DN) 1 master sidestay bracket on the inner leading edge of an Airbus A380 flight test aeroplane. In case of failure of the master bracket, the sub-master bracket would be able to sustain limit loads but not ultimate loads. This condition, if not detected and corrected, could lead to a DN failure which would affect the structural integrity of the wing leading edge. EASA AD 2009-0213 required an inspection programme to detect any crack in the DN 1 master sidestay bracket and subsequently in the sub-master bracket, and the accomplishment of the associated corrective actions, as applicable. This AD partially retains the requirements of EASA AD 2009-0213, which is superseded, decreases the inspection threshold / intervals for aeroplanes with earlier standard pre-mod 60728, and introduces an optional terminating action.
Effective Date:	05 November 2010

Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Within the threshold defined in Table 1. of this AD, as applicable to the aeroplane configuration, perform a Detailed Visual Inspection (DVI) of Left Hand (LH) and Right Hand (RH) DN 1 master sidestay brackets in accordance with the instructions of Airbus Service Bulletin (SB) A380-57-8019 Revision 01. Repeat the inspection thereafter at intervals not to exceed those specified in Table 1. of this AD, as applicable to the aeroplane configuration. (2) If any discrepancy is found during the initial or repetitive inspections required by paragraph (1) of this AD, before next flight, replace the DN 1 master sidestay bracket and perform a DVI of the associated DN 1 sub-master sidestay bracket in accordance with the instructions of Airbus SB A380-57-8019 Revision 01. (2.1) If no discrepancy is found on the DN 1 sub-master sidestay bracket, repeat the inspections required by paragraph (1) of this AD at intervals not to exceed those specified in Table 1. of this AD, as applicable to the aeroplane configuration. (2.2) If any discrepancy is found on the DN 1 sub-master sidestay bracket, before next flight, contact Airbus to obtain the necessary approved instructions for corrective action and accomplish those instructions accordingly. Table 1. <table><tr><th><u>Aeroplane Configuration</u></th><th><u>Initial Inspection Threshold</u></th><th><u>Repetitive Inspection Interval (not to exceed)</u></th></tr><tr><td>A380-841/-842/-861 post-mod 60728</td><td>1 250 Flight Cycles (FC) from the aeroplane first flight</td><td>1 250 FC</td></tr><tr><td>A380-841/-842/-861 pre-mod 60728</td><td>850 FC from the aeroplane first flight</td><td>850 FC</td></tr></table> (3) The replacement of the DN 1 master sidestay brackets in accordance with paragraph (2) of this AD does not constitute terminating action for the repetitive inspection requirements of this AD. (4) Aeroplanes which have been inspected, before the effective date of this AD, in accordance with Airbus SB A380-57-8019 at Original Issue are compliant with the inspection requirements of paragraph (1) of this AD. After the effective date of this AD, the repetitive inspections must be accomplished in accordance with the instructions of Airbus SB A380-57-8019 Revision 01. (5) The replacement of the DN 1 and DN 2 master sidestay brackets on both wings in accordance with the instructions of Airbus SB A380-57-8022 cancels the requirements of this AD.	<u>Aeroplane Configuration</u>	<u>Initial Inspection Threshold</u>	<u>Repetitive Inspection Interval (not to exceed)</u>	A380-841/-842/-861 post-mod 60728	1 250 Flight Cycles (FC) from the aeroplane first flight	1 250 FC	A380-841/-842/-861 pre-mod 60728	850 FC from the aeroplane first flight	850 FC
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Ref. Publications:	Airbus Service Bulletin A380-57-8019 Revision 1. Airbus Service Bulletin A380-57-8022 Original Issue. The use of later approved revisions of these documents 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. 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. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research 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 - EANA (Airworthiness Office); Phone +33 562110253 ; Fax :+33 562 110 307; E-mail: account.airworth-A380@airbus.com and Nicolas.Cordeau@airbus.com .
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