

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0002 [Corrected: 25 January 2011] Date: 14 January 2011 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 :	Type/Model designation(s) :
AIRBUS	A380 aeroplanes
TCDS Number : EASA.A.110	
Foreign AD : Not applicable	
Supersedure : None	
ATA 57	Wings – Movable Flap Track Fairing (MFTF) #6 – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A380 aeroplanes, -841, -842, and -861 models, all manufacturer serial numbers on which Airbus modification 68729 has been embodied in production or Airbus Service Bulletin (SB) A380-57-8017 has been embodied in service.
Reason:	Further to introduction on aeroplanes of a reinforced MFTF#6 pivot, flight tests and stress assessments have shown that cracks can occur at the U-Frame structure of the reinforced Left Hand (LH) and Right-Hand (RH) MFTF#6. For aeroplanes fitted with this reinforced MFTF#6 pivot (corresponding to the following Part Numbers: L5758411600200, L5758411600300, L5758411600400, L5758411600500, L5758411600600, L5758411600700, L5758411600800, L5758411600900), cracks at the aft attachment of the mid flap track fairing could lead to in flight detachment of the fairing. This condition, if not detected and corrected, could result in injury to persons on the ground, which constitutes an unsafe condition. For the above mentioned reasons, this AD requires to perform repetitive inspections of the MFTF #6 U-Frame to early detect cracks and, if any crack is found, to replace the MFTF#6. This AD has been republished to amend the Part Numbers in this AD Reason section. They were: L575 84116 002, L575 84116 003, L575 84116 004, L575 84116 005, L575 84116 006, L575 84116 007,

	L575 84116 008, L575 84116 009, they are: L5758411600200, L5758411600300, L5758411600400, L5758411600500, L5758411600600, L5758411600700, L5758411600800, L5758411600900.
Effective Date:	28 January 2011
Required action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Before the MFTF#6 has accumulated 800 Flight Cycles (FC) since its first installation on an aeroplane, perform a High Frequency Eddy Current (HFEC) inspection of the LH and RH MFTF#6 to detect any crack, in accordance with the instructions of Airbus SB A380-57A8032. (2) Further to the HFEC inspection performed in accordance with paragraph (1) of this AD: (2.1) If no crack is found, repeat the inspection required by paragraph (1) of this AD at intervals not to exceed 160 FC from the last inspection. (2.2) If any crack is found, before next flight, replace the MFTF#6 in accordance with the instructions of Airbus SB A380-57A8032. (3) Replacement of the MFTF#6 in accordance with paragraph (2.2) of this AD does not constitute terminating action for the initial and repetitive inspection requirements of paragraphs (1) and (2.1) of this AD.
Ref. Publications:	Airbus Service Bulletin A380-57A8032 at original issue; Airbus Service Bulletin A380-57-8017 at original issue. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remark:	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 questions 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 ;