

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0002R1</p> <p>Date: 29 April 2013</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 21.A.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>		
Design Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A380 aeroplanes
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2011-0002 dated 14 January 2011, including the correction dated 25 January 2011.	
ATA 57	Wings – Movable Flap Track Fairing (MFTF) #6 – Inspection / Replacement / Modification	
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, if Airbus modification (mod.) 68729 has been embodied in production, or Airbus Service Bulletin (SB) A380-57-8017 has been embodied in service, except aeroplanes on which Airbus mod 71589 has been embodied in production.	
Reason:	<p>As a result of introduction 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.</p> <p>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.</p> <p>This condition, if not detected and corrected, could result in injuries to persons on the ground.</p> <p>To address this unsafe condition, EASA issued AD 2011-0002 to require repetitive inspections of the MFTF #6 U-Frame to early detect cracks and, if any crack is found, to replace the MFTF#6.</p> <p>Since that AD was issued, Airbus developed mod 71589 of affected MFTF #6, available for accomplishment in service through Airbus SB A380-57-8036, as an interim fix to the repetitive inspections required by that AD.</p> <p>For the reasons described above, this AD is revised to exclude aeroplanes</p>	

	<p>that have embodied Airbus mod 71589 in production and to specify that aeroplanes modified in-service in accordance with Airbus SB A380-57-8036 are no longer affected by the repetitive inspections required by this AD.</p> <p>Airbus is in a process to develop dedicated instructions to inspect aeroplanes on which Airbus mod 71589 was embodied in production, or modified in service in accordance with Airbus SB A380-57-8036 with an initial threshold of 7 900 flight cycles (FC), which is not reached yet by any aeroplane in the A380 fleet. When a new Airbus SB, addressing an inspection of MFTF #6 on these aeroplanes, is available, further AD action may be taken.</p>
Effective Date:	<p>Revision 1 : 13 May 2013</p> <p>Original Issue : 28 January 2011</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Before the MFTF #6 accumulates 800 FC since its first installation on an aeroplane, and, thereafter, at intervals not to exceed 160 FC, accomplish 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) If, during any HFEC inspection as required by paragraph (1) of this AD, any crack is found, before next flight, replace the MFTF #6 in accordance with the instructions of Airbus SB A380-57A8032. (3) Replacement of an MFTF #6 as required by paragraph (2) of this AD does not constitute terminating action for the initial and repetitive inspections required by paragraph (1) of this AD. (4) After modification of an aeroplane in accordance with the instructions of Airbus SB A380-57-8036 the initial and repetitive inspections as required by paragraph (1) of this AD are no longer applicable for that aeroplane.
Ref. Publications:	<p>Airbus SB A380-57A8032 original issue dated 26 November 2010.</p> <p>Airbus SB A380-57-8017 original issue dated 05 June 2009.</p> <p>Airbus SB A380-57-8036 original issue dated 13 July 2012.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 - EIANA (Airworthiness Office), Telephone: +33 562110253 ; Fax:+33 562 110 307. E-mail: account.airworth-A380@airbus.com.