

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0022</p> <p>Date: 09 February 2011</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>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A380 aeroplanes</p>	
<p>TCDS Number: EASA.A.110</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<p>ATA 57</p>	<p>Wings – Movable Flap Track Fairing number 3 (MFTF #3) and 4 (MFTF #4) Bracket Assemblies and Fasteners – Inspection / Replacement</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly AIRBUS INDUSTRIE)</p>	
<p>Applicability:</p>	<p>Airbus A380 aeroplanes, -841, -842 and -861 models, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>After arrival at the gate, an A380 aeroplane operator reported the right-hand (RH) MFTF #4 hanging down while all flaps were fully retracted. Upon examination of the fairing, the fasteners attaching the supporting bracket were found sheared off. In addition, the bracket assembly was found cracked.</p> <p>Further inspections on other A380 aeroplanes operated by this operator have revealed similar findings of loose or missing fasteners on the operating strut bracket of MFTF #3 and 4. The affected bracket assemblies Part Numbers are L5758152300200, L5758152300300, L5758156700200, L5758156700300.</p> <p>This condition, if not corrected, could lead to in-flight loss of MFTF #3 or #4, potentially resulting in injuries to persons on the ground.</p> <p>To prevent the risk of a MFTF #3 or #4 in-flight detachment, this AD requires, as an interim measure pending the development of a terminating corrective action, repetitive inspections of the bracket assemblies and of their fasteners at each MFTF #3 and #4, and the accomplishment of the associated corrective actions, as necessary.</p>	

Effective Date:	23 February 2011.
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before the accumulation of 200 Flight Cycles (FC) after the aeroplane first flight, or within 50 FC after the effective date of this AD, whichever occurs later, accomplish detailed visual inspections of the fasteners attaching the bracket assembly and of the AFT face of the bracket assembly of the left-hand (LH) and RH MFTF#3 and MFTF #4 in accordance with the instructions of paragraph 4.2.2. of Airbus All Operator Telex (AOT) A380-57A8026 Revision 01. (2) Thereafter, at intervals not exceeding the compliance times defined in paragraph 4.2.3 of Airbus All AOT A380-57A8026 Revision 01, repeat the inspections as required by paragraph (1) of this AD. (3) For the purpose of the repetitive inspection requirements of paragraph (2) of this AD, the first inspection (to be done after the effective date of this AD) is to be accomplished within the compliance time defined in paragraph 4.2.3 of Airbus All AOT A380-57A8026 Revision 01 or within 10 FC after the effective date of this AD, whichever occurs later. (4) If, during the inspections required by paragraphs (1) and (2) of this AD, any discrepancy is found, within the compliance times defined in paragraph 4.2.2 of Airbus All AOT A380-57A8026 Revision 01, apply the associated corrective actions in accordance with the instructions of Airbus AOT A380-57A8026 Revision 01. (5) Replacement of fasteners, nuts and/or of the bracket assembly as required by paragraph (4) of this AD do not constitute terminating action for the repetitive inspection requirements of paragraph (2) of this AD. (6) Aeroplanes which have passed the inspections and applied the associated corrective actions before the effective date of this AD, in accordance with the instructions of Airbus AOT A380-57A8026 at original issue, are compliant with the requirements of paragraphs (1), (2) and (4) of this AD. After the effective date of this AD, the repetitive inspections and associated corrective actions required by paragraph (2) of this AD remain applicable and Airbus AOT A380-57A8026 Revision 01 must be used.
Ref. Publications:	<p>Airbus All Operator Telex A380-57A8026 Revision 01 dated 19 July 2010.</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. 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.