

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0049 Date: 06 March 2014 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 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].	
Design 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 2011-0215 dated 04 November 2011.
ATA 57	Wings – Movable Flap Track Fairing Number 3 (MFTF #3) and 4 (MFTF #4) Bracket Assemblies and Fasteners – Inspection / Replacement / Modification
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.
Reason:	After arrival at the gate of an A380 aeroplane, the 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. Further inspections on other A380 aeroplanes of 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 are identified by Part Number (P/N) L5758152300200, P/N L5758152300300, P/N L5758156700200 and P/N L5758156700300. This condition, if not corrected, could lead to in-flight loss of MFTF #3 or #4, possibly resulting in injuries to persons on the ground. To address this potential unsafe condition, EASA issued AD 2011-0022 to require, as an interim measure pending the development of an optional terminating action, the repetitive inspections of the bracket assemblies and of their fasteners at each MFTF #3 and #4, and, depending on findings, accomplishment of applicable corrective actions. EASA AD 2011-0022 was superseded by EASA AD 2011-0215, to clarify the repetitive inspection instructions (Airbus Service Bulletin (SB) A380-57-8030) and to introduce an optional terminating action (Airbus SB A380-57-8028) to

	the repetitive inspections required by the AD. Since EASA AD 2011-0215 was issued, Airbus issued: • SB A380-57-8045 to provide inspection instructions for H-brackets on the left-hand (LH) and RH MFTF #3 and #4 for all aeroplanes, and • SB A380-57-8059 to provide inspection instructions for the fairing bracket on the LH and RH MFTF #3 and #4 for aeroplanes modified in production in accordance with Airbus modifications (mod) 70453 and 70454 or in service through Airbus SB A380-57-8028. Note: Airbus mod 70453 and 70454 have been introduced in production and in service (Airbus SB A380-57-8028) as an interim solution to extend inspection intervals. For the reasons described above, this AD retains the requirements of EASA AD 2011-0215, which is superseded, and requires inspections of the H-brackets on the LH and RH MFTF #3 and #4, as applicable to aeroplane configuration and the fairing bracket on the LH and RH MFTF #3 and #4, for aeroplanes modified in production in accordance with Airbus mod 70453 and 70454 or in service through Airbus SB A380-57-8028.
Effective Date:	20 March 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Part A: For all aeroplanes, except those modified in production in accordance with Airbus modifications 70453 and 70454, or modified in service through Airbus SB A380-57-8028: (1) Before exceeding 200 flight cycles (FC) since the aeroplane first flight, or after the last inspection accomplished in accordance with Airbus SB A380-57-8030, whichever occurs later, and, thereafter, at intervals not to exceed the compliance time(s) as defined in Airbus SB A380-57-8030, as applicable, accomplish a detailed inspection (DET) of the fasteners attaching the bracket assembly and of the AFT face of the bracket assembly of the LH and RH MFTF #3 and MFTF #4 in accordance with the instructions of Airbus SB A380-57-8030. (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy, as defined in Airbus SB A380-57-8030, is detected, within the compliance time(s) as defined in Airbus SB A380-57-8030, as applicable, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A380-57-8030. (3) Accomplishment of corrective action(s) as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD. (4) Before exceeding 600 FC since the aeroplane first flight, or within the threshold as defined in Table 1 of this AD, whichever occurs later, and, thereafter, at intervals not to exceed the compliance time(s) as defined in Airbus SB A380-57-8045, inspect each H-bracket on the LH and RH MFTF #3 and #4 in accordance with the instructions of Airbus SB A380-57-8045. (5) If, during any inspection as required by paragraph (4) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.

Table 1 – Initial H-Bracket Inspection

Airbus SB A380-57-8030 Inspection Findings	Compliance Time (after the effective date of this AD)
Any finding detected during any of the previous accomplishments of Airbus SB A380-57-8030 or any previous reported replacements of fairing bracket or fasteners	Within 50 FC
No finding detected during any of the previous accomplishments of Airbus SB A380-57-8030 and no previous reported replacements of the fairing bracket or fasteners	Within 100 FC

Part B: For aeroplanes modified in production in accordance with Airbus mod 70453 and 70454, or modified in service through Airbus SB A380-57-8028:

- (6) Before exceeding 4 840 FC since aeroplane first flight, or since modification of an aeroplane in accordance with Airbus SB A380-57-8028, as applicable, and, thereafter, at intervals not to exceed the compliance time(s) as defined in the Airbus SB A380-57-8059, as applicable, accomplish a Special Detail Inspection (SDI) of each fairing bracket on the LH and RH MFTF #3 and #4 in accordance with the instructions of Airbus SB A380-57-8059.
- (7) If, during any SDI as required by paragraph (6) of this AD, any discrepancy, as defined in Airbus SB A380-57-8059, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A380-57-8059.
- (8) Accomplishment of corrective action(s) as required by paragraph (7) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (6) of this AD.
- (9) Within the threshold as defined in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed the compliance time(s) as defined in Airbus SB A380-57-8045, as applicable, inspect each H-bracket on the LH and RH MFTF #3 and #4 in accordance with the instructions of Airbus SB A380-57-8045.

Table 2 – Initial H-Bracket Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 1 000 FC since aeroplane first flight, or since modification of the aeroplane in accordance with Airbus SB A380-57-8028, as applicable
B	within 200 FC after the effective date of this AD

- (10) Inspection of each H-bracket on the LH and RH MFTF#3 and MFTF#4, accomplished before the effective date of this AD in accordance with the instructions of Airbus Technical Disposition TD/L57D13006165 and TD/L57D13006366, is acceptable to comply with the initial requirement of paragraph (9) of this AD, provided that no finding was detected during that inspection. The next due inspection, as required by paragraph (9) of this AD, has to be accomplished within 700 FC after accomplishment of last inspection of each H-bracket on the LH and RH MFTF#3 and #4 in accordance with Airbus Technical Disposition TD/L57D13006165 and

	TD/L57D13006366. (11) If, during any inspection as required by paragraph (9) of this AD, any crack is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.
Ref. Publications:	Airbus SB A380-57-8028 original issue dated 20 July 2011. Airbus SB A380-57-8030 original issue dated 20 July 2011. Airbus SB A380-57-8045 original issue dated 06 December 2013. Airbus SB A380-57-8059 original issue dated 31 January 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. Airbus Technical Disposition TD/L57D13006165 issue A dated 13 February 2013. Airbus Technical Disposition TD/ L57D13006366 issue A dated 13 February 2013.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 February 2014 as PAD 14-033 for consultation until 21 February 2014. No comments were received during the consultation period. 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), E-mail: account.airworth-A380@airbus.com.