

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-081 Date: 20 June 2013 Note: This Proposed Airworthiness Directive (PAD) 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.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A380 aeroplanes
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None
ATA 57	Wings – Movable Flap Track Fairing #3 / Side Load Stay Bearing – Inspection / Replacement
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0010, 0012, 0013, 0015, 0016, 0017, 0020, 0022 and 0026.
Reason:	The side load stay (SLS) rear lever at the movable flap track fairing number 3 (MFTF#3) has been found damaged and rotated on an in-service aeroplane. Investigation results revealed that the damage was fatigue related and caused by high break-away torque values imposed under dynamic loading of the SLS rear lever, combined with insufficient tightening pre-tension torque required for fixing the spherical bearing within the SLS rear lever lug. Subsequently, a limited batch of aeroplanes, potentially affected by this insufficient tightening pre-tension torque, has been identified. Airbus has also taken measures to prevent recurrence during production. This condition, if not detected and corrected, could lead to the in-flight loss of the MFTF#3, possibly resulting in injuries to persons on the ground. To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-57-8086 to provide instructions for a one-time Detailed Visual Inspection (DVI) of the SLS rear lever at the MFTF#3. For the reasons described above, this AD requires a one-time DVI of the SLS rear lever of MFTF#3 on the Left Hand (LH) and Right Hand (RH) wings and, depending on findings, replacement of the affected SLS rear level assembly.
Effective Date:	[TBD: 14 days after final AD issue date]

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before exceeding 1 100 flight cycles since the aeroplane first flight, or within 6 months after the effective date of this AD, whichever occurs later, accomplish a DVI of the SLS rear lever of MFTF#3 on the LH and RH wings in accordance with the instructions of Airbus SB A380-57-8086. (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy (as defined in Airbus SB A380-57-8086) is detected, before next flight, replace the affected SLS rear lever with a serviceable part in accordance with the instructions of Airbus SB A380-57-8086.
Ref. Publications:	Airbus SB A380-57-8086 Original issue dated 06 June 2013. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 04 July 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - EIANA (Airworthiness Office) E-mail: account.airworth-A380@airbus.com.