


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0206</p> <p>Date: 20 October 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>		
ATA 53		Fuselage – Section 19 Frame 101 Upper Cross Beam – Inspection / Repair
<p>Manufacturer(s): Airbus</p>		
<p>Applicability: Airbus A380-841, A380-842, and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0003, 0005 to 0008 inclusive, 0010 to 0017 inclusive, 0019, to 0023 inclusive, 0025 to 0027 inclusive, 0029, 0033, 0034, 0040 to 0042 inclusive, 0045, 0046 and 0048.</p>		
<p>Reason:</p> <p>During an inspection on an in-production aeroplane a crack was found on Section 19 Frame 101 upper cross beam.</p> <p>Investigations have revealed that this damage was originated by the Trimmable Horizontal Stabilizer (THS) tool bundles protection used during production. These THS bundles protections collided with the Section 19 Frame 101 cross beam during the flight control test, as a result of THS movements.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.</p> <p>For the reasons described above, this AD requires inspections of the affected areas and, depending on the findings, the accomplishment of corrective actions.</p>		
<p>Effective Date: 03 November 2011.</p>		

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished:</p> <p>(1) <u>For all MSN listed in the Applicability section of this AD except MSN 0041, accomplish the following actions:</u></p> <p>(1.1) Perform a Detailed Visual Inspection (DVI) of the Section 19 Frame 101 top and bottom surfaces of the upper beam (web, lower and upper cap) in accordance with the instructions of Airbus SB A380-53-8033, whichever occurs later between the following compliance times (a) or (b):</p> <p>(a) within 250 FC or 750 FH, whichever occurs first after the effective date of this AD,</p> <p>OR,</p> <p>(b) before the accumulation of 1 250 FC after aeroplane's first flight.</p> <p>(1.2) If, during the inspection required by paragraph (1.1) of this AD, any damage is found, before next flight, accomplish, in accordance with the instructions of Airbus SB A380-53-8033, the applicable additional sequence of inspections depending on the findings found during the inspection required by paragraph (1.1) of this AD, and contact Airbus to report the inspection results and to obtain approved instructions, and accomplish those instructions accordingly.</p> <p>(2) <u>For MSN 0041, accomplish the following actions:</u></p> <p>(2.1) Perform a DVI of the Horizontal Tail Plane Titanium Upper Tees #5 and #6 Boxes in accordance with the instructions of Airbus SB A380-53-8033, whichever occurs later between the following compliance times (a) or (b):</p> <p>(a) within 250 FC or 750 FH, whichever occurs first after the effective date of this AD,</p> <p>OR,</p> <p>(b) before the accumulation of 1 250 FC after aeroplane's first flight.</p> <p>(2.2) Before next flight after the inspection as required by paragraph (2.1) of this AD, accomplish, in accordance with the instructions of Airbus SB A380-53-8033, the applicable additional sequence of inspections depending on the findings found during the inspection required by paragraph (2.1) of this AD, and contact Airbus to report the inspection results and to obtain approved instructions, and accomplish those instructions accordingly.</p>
<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A380-53-8033 original issue dated 11 August 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

	<p>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.</p>
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