


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0161</b></p> <p><b>Date: 25 July 2013</b></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>		
<p><b>Design Approval Holder's Name:</b> AIRBUS</p>		<p><b>Type/Model designation(s):</b> A380 aeroplanes</p>
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 57</b>		
<b>Wings – Movable Flap Track Fairing #3 / Side Load Stay Bearing – Inspection / Replacement</b>		
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:	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
Effective Date:	08 August 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(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.</li> <li>(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.</li> <li>(3) Aeroplane, on which each SLS rear lever of MFTF#3 on the LH and RH wings were inspected before the effective date of this AD in accordance with the instructions of Airbus SB A380-57-8054, and no findings on SLS rear lever part was detected during this inspection, is compliant with requirement of paragraph (1) of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus SB A380-57-8086 Original issue, dated 06 June 2013,  Airbus SB A380-57-8054 Original issue, dated 17 July 2012.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 20 June 2013 as PAD 13-081 for consultation until 04 July 2013. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  AIRBUS SAS - EIANA (Airworthiness Office)  E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</li> </ol>