


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2013-0297	
	Date: 13 December 2013	
<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>		
Design Approval Holder's Name:	Type/Model designation(s):	
AIRBUS	A380 aeroplanes	
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 27	Flight Controls – Slat Wing Tip Brake – Inspection / Modification	
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>During strip-down inspection of a damaged A380 aeroplane slat Wing Tip Brake (WTB) part number (P/N) TY2761-02A, accomplished by Goodrich, the part supplier, the friction paper material of some stator discs was found detached. Subsequent investigation revealed that the detected friction paper material delamination was caused by a too short cure period (30 seconds instead of 90 seconds) for the adhesive, making it susceptible to chemical attack by aviation hydraulic fluid Skydrol. The probability of the paper delamination from the metal plate increases with exposure time and temperature. The higher the temperature, the faster the Skydrol hydraulic fluid dissolves the adhesive bond. Due to design features of the WTB unit, detached flakes of friction paper may migrate into the unit and, under certain conditions, prevent full actuation of the brake pack, resulting in the inability to react against torque.</p> <p>This condition, if not detected and corrected, could lead to slat asymmetric movement, possibly resulting in loss of control of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-27-8025 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time inspection to identify and replace or modify the affected WTB.</p>	
Effective Date:	27 December 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 6 months after the effective date of this AD, inspect each WTB to identify the WTB P/N and serial number (S/N) in accordance with the accomplishment instructions of Airbus SB A380-27-8025. A review of aeroplane maintenance records, in lieu of an inspection of the part, is acceptable to determine the P/N and S/N of the installed WTB, provided those records can be relied upon for that purpose. (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that a WTB having P/N TY2761-02A, with S/N as listed in Appendix 1 of this AD and without a dot of paint on the identification label, is installed, before next flight, replace the WTB with a serviceable part in accordance with the instructions of Airbus SB A380-27-8025, or modify the WTB in accordance with the instructions of Goodrich SB 2761-27-630. (3) Aeroplanes, modified before the effective date of this AD in accordance with the instructions of Airbus SB A380-27-8025, are not affected by the requirement of paragraph (1) of this AD, provided that no WTB having P/N TY2761-02A and S/N listed in Appendix 1 of this AD without dot of paint on the identification label has been installed on an aeroplane since that modification. (4) Aeroplanes, that, on the effective date of this AD, have a P/N TY2761-02A WTB installed that has been modified in accordance with the instructions of Goodrich SB 2761-27-630, are not affected by the requirement of paragraph (1) of this AD. (5) From the effective date of this AD, do not install on any aeroplane a WTB P/N TY2761-02A, with S/N as listed in Appendix 1 of this AD, unless it has been modified in accordance with the instructions of Goodrich SB 2761-27-630.
<p>Ref. Publications:</p>	<p>Airbus SB A380-27-8025 original issue dated 05 November 2010; Goodrich SB 2761-27-630 original issue dated 23 June 2010. The use of later approved revisions of these documents 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. This AD was posted on 30 October 2013 as PAD 13-161 for consultation until 27 November 2013. The Comment Response Document can be found at http://ad.easa.europa.eu. 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.

Appendix 1 – WTB P/N TY2761-02A – List of affected S/N

276101AGA0031	276101AGA0045	276101AGA0067	276102AGA0082
276101AGA0032	276101AGA0046	276101AGA0068	276102AGA0083
276101AGA0033	276101AGA0049	276102AGA0074	276102AGA0086
276101AGA0034	276101AGA0052	276102AGA0075	276102AGA0087
276101AGA0038	276101AGA0055	276102AGA0076	276102AGA0095
276101AGA0039	276101AGA0061	276102AGA0077	276102AGA0096
276101AGA0041	276101AGA0065	276102AGA0080	276102AGA0100
276101AGA0044	276101AGA0066	276102AGA0081	276102AGA0101