



## Airworthiness Directive

**AD No.:** 2014-0049R2

**Issued:** 27 September 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A380 aeroplanes

**Effective Date:** Revision 2: 27 September 2016  
Revision 1: 20 July 2016  
Original issue: 20 March 2014

**TCDS Numbers:** EASA.A.110

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2014-0049R1 dated 13 July 2016, the original issue of which superseded EASA AD 2011-0215 dated 04 November 2011.

## ATA 57 – Wings – Movable Flap Track Fairing Number 3 and 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, except those on which Airbus modifications (mod) 75702, mod 75703, mod 75704 and mod 75705 have been embodied in production.

### Reason:

After arrival at the gate of an A380 aeroplane, the operator reported the right-hand (RH) Movable Flap Track Fairing Number 4 (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 mod 70453 and 70454 or in service through Airbus SB A380-57-8028. Airbus mods 70453 and 70454, and SB A380-57-8028, were introduced as an interim solution to extend the inspection intervals.

Consequently, EASA issued 2014-0049, retaining the requirements of EASA AD 2011-0215, which was superseded, and required inspections of the H-brackets on the LH and RH MFTF #3 and MFTF #4, as applicable to aeroplane configuration and the fairing bracket on the LH and RH MFTF #3 and MFTF #4, for post-mod 70453 and 70454 aeroplanes or aeroplanes modified in service through Airbus SB A380-57-8028.

Subsequently EASA issued AD 2014-0049R1, to reduce the Applicability, excluding aeroplanes that have embodied Airbus mod 75702 and mod 75704 (MFTF #3), and Airbus mod 75703 and mod 75705 (MFTF #4), as these eliminated the unsafe condition addressed by that AD.

Since EASA AD 2014-0049R1 was issued, Airbus published SB A380-57-8121 to provide instructions for in-service embodiment of Airbus mod 75704, mod 75705, mod 76281 and mod 76282.

For the reason described above, this AD is revised to introduce in-service installation of modified LH and RH MFTF #3 and #4, in accordance with Airbus SB A380-57-8121, as an optional terminating action for the repetitive inspections required by this AD. This AD also introduces some editorial changes, without changing the requirements.

**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 aeroplane first flight, or since 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 MFTF #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

<b>Inspection Findings</b> (Airbus SB A380-57-8030)	<b>Compliance Time</b> (after 20 March 2014 [the effective date of the original issue 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 the 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 Airbus SB A380-57-8059, as applicable, accomplish a special detailed inspection (SDI) of each fairing bracket on the LH and RH MFTF #3 and MFTF #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) on an aeroplane, 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 for that aeroplane.
- (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 MFTF #4, in accordance with the instructions of Airbus SB A380-57-8045.

Table 2 – Initial H-Bracket Inspection

<b>Compliance Time</b> (whichever occurs later, <b>A</b> or <b>B</b> )	
<b>A</b>	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>B</b>	Within 200 FC after 20 March 2014 [the effective date of the original issue of this AD]

- (10) Inspection of each H-bracket on the LH and RH MFTF#3 and MFTF#4, accomplished before 20 March 2014 [the effective date of the original issue 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.
- (12) Modification of an aeroplane by replacement of the LH and RH MFTF #3 and MFTF #4, in accordance with the instructions of Airbus SB A380-57-8121, constitutes (optional) terminating action for the repetitive inspections as required by paragraphs (1), (4), (6) and/or (9) of this AD, as applicable, for that aeroplane.

**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.

Airbus SB A380-57-8121 original issue dated 02 March 2016, or Revision 01 dated 15 August 2016.

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. The original issue of this AD was posted on 07 February 2014 as PAD 14-033 for consultation until 21 February 2014. No comment were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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), Telephone : +33 562 110 253, Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

