



Airworthiness Directive

AD No.: 2014-0205R2

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: 26 September 2014

TCDS Numbers: EASA.A.110

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2014-0205R1 dated 13 July 2016, including its Correction dated 14 July 2016. The original issue of this AD superseded EASA AD 2011-0165 dated 01 September 2011.

ATA 57 – Wings – Movable Flap Track Fairing Number 4 Pivot Brackets – Inspection / Repair / Replacement / Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 75707, mod 75709 and mod 75711 have been embodied in production.

Reason:

Free play at the Movable Flap Track Fairing Number 4 (MFTF #4) was detected during an unscheduled maintenance inspection of an A380 aeroplane and consequently reported by the operator. Subsequent investigation determined damage at pivot bracket connection and a pivot tube jamming. The investigation also identified engine vibration as a root cause of this MFTF damage, similar to MFTF #3 damage addressed by EASA AD 2014-0274.

This condition, if not detected and corrected, could lead to in-flight loss of MFTF #4, possibly resulting in injury to persons on the ground.



Consequently, EASA issued AD 2011-0165 to require, as an interim measure pending the development of a terminating corrective action, repetitive detailed inspections (DET) of the pivot brackets on the Left Hand (LH) and Right Hand (RH) MFTF #4 to detect damage and loose or missing fasteners, and, depending on findings, accomplishment of corrective action(s).

Since AD 2011-0165 was issued, Airbus issued Service Bulletin (SB) A380-57-8041 which retained the instructions of AOT A380-57A8038 pending the development of a terminating action. Concurrently, the list of parts affected by this unsafe condition was updated adding Part Numbers (P/Ns) introduced by Airbus mod 69197 or Airbus SB A380-57-8018 configuration.

Consequently, EASA issued AD 2014-0205 (later revised) to retain the requirements of EASA AD 2011-0165, which was superseded, but applied to additional pivot bracket P/Ns. Revision 1 of that AD reduced the Applicability by excluding aeroplanes that have embodied Airbus mod 75707, mod 75709 and mod 75711 in production.

Since EASA AD 2014-0205R1 was issued, Airbus published SB A380-57-8129 to provide instructions for in-service embodiment of Airbus mod 75707, mod 75709 and mod 75711.

For the reason described above, this AD is revised to introduce in-service installation of reinforced MFTF #4 as an optional terminating action for the repetitive inspections required by this AD.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Before exceeding 200 flight cycles (FC) since first flight of the aeroplane, or within 50 FC after 15 September 2011 [the effective date of EASA AD 2011-0165], whichever occurs later, and, thereafter, at intervals not to exceed 200 FC, accomplish a DET of the affected pivot brackets (see Note 1 of this AD), on the LH and RH MFTF #4, in accordance with the instructions of Airbus SB A380-57-8041.

Note 1: The affected MFTF #4 pivot bracket P/Ns, and P/Ns of upper assemblies on which these brackets are installed, are listed in Appendix 1 of this AD.

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected, as defined in Airbus SB A380-57-8041, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus SB A380-57-8041.
- (3) Inspections and corrective actions, accomplished before 26 September 2014 [the effective date of the original issue of this AD] in accordance with the instructions of Airbus AOT A380-57A8038 are acceptable to comply with the initial and repetitive requirements of paragraphs (1) and (2) of this AD. After 26 September 2014 [the effective date of the original issue of this AD], the repetitive inspections and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A380-57-8041.



- (4) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (2) of this AD, or as specified in paragraph (3) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
- (5) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-57-8129 constitutes (optional) terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus AOT A380-57A8038 original issue, dated 11 April 2011.

Airbus SB A380-57-8041 original issue, dated 22 May 2014.

Airbus SB A380-57-8129 original issue dated 24 February 2016, or Revision 01 dated 11 July 2016.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

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 27 June 2014 as PAD 14-106 for consultation until 25 July 2014. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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), Telephone : +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.



Appendix 1

List of LH and RH Pivot Bracket P/Ns affected by this AD	
Pre-mod 69197 and pre-SB A380-57-8018	Post-mod 69197 and post-SB A380-57-8018
L5758500000000	L5758500000200
L5758502000000	L5758502000200
L5758444500000	L5758444500200
L5758444500100	L5758444500300
L5758501020000	L5758501020200
L5758500320000	L5758500320200

List of upper assembly P/Ns on which the RH and LH Pivot Brackets affected by this AD are installed		
MFTF#4 P/N		Pivot Tube Assembly P/N
L5758411400000	L5758411401300	L5758728000600
L5758411400100	L5758411401400	L5758742400000
L5758411400200	L5758411401500	L5758742400200
L5758411400300	L5758411401600	
L5758411400600	L5758411401700	
L5758411400500	L5758411401800	
L5758411400700	L5758411401900	
L5758411400800	L5758411402000	
L5758411400900	L5758411402100	
L5758411401000	L5758411402200	
L5758411401100	L5758411402300	
L5758411401200		

