EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0274 **Date: 18 December 2014** 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.

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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A380 aeroplanes

TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0062 dated 13 April 2012.

ATA 57	**Wings – Movable Flap Track Fairing – Inspection / Repair / Replacement**
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.
Reason:	During a detailed visual inspection of movable flap track fairing number 3 (MFTF#3), both pivot brackets were found loose, with sheared and missing fasteners. This condition, if not detected and corrected, could lead to in-flight loss of MFTF#3, potentially resulting in injuries to persons on the ground. To correct this potential unsafe condition, EASA issued AD 2011-0026 to require repetitive inspections to detect damage and loose or missing fasteners at the pivot bracket area, and the accomplishment of corrective actions, depending on findings. After EASA AD 2011-0026 was issued, Airbus published Service Bulletin (SB) A380-57-8031, which replaced All Operator Telex (AOT) A380-57A8027 and also included amended inspection instructions. Airbus also developed an optional terminating action to the repetitive inspections, modification of the MFTF#3 with new pivot bracket, through Airbus modification 71723 and associated SB A380-57-8040. Prompted by these developments, EASA issued AD 2012-0062, retaining the requirements of EASA AD 2011-0026, which was superseded, to require the accomplishment of amended repetitive inspections and to introduce an optional

<table>
<tr><td></td><td>terminating action to the repetitive inspections.

Additional cracking event was reported on a pivot bracket support ring with no previous evidence of free play or wear at the pivot assembly cover. Investigation of this occurrence identified that instructions provided by Airbus SB A380-57-8031 may be not sufficient to detect fatigue deterioration of the pivot bracket support ring structure, as it provides instructions to inspect the support ring only if there is free play in the bracket, or if there is evidence of wear or contact at the pivot assembly cover.

Prompted by the assessment of the pivot bracket support ring cracking, without an indication of free play or wear at the pivot assembly cover, Airbus issued SB A380-57-8090 to provide additional special detailed inspection instructions of the MFTF#3 pivot bracket support ring.

For the reasons described above, this AD retains the requirements of EASA AD 2012-0062, which is superseded, and adds repetitive inspections of the MFTF#3 pivot bracket support ring.</td></tr>
<tr><td>Effective Date:</td><td>01 January 2015</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Before exceeding 200 flight cycles (FC) accumulated by the MFTF#3 (LH or RH) since new, or within 50 FC after 08 March 2011 [the effective date of EASA AD 2011-0026], whichever occurs later, and thereafter at intervals not to exceed 200 FC, accomplish a detailed inspection (DET) of the pivot brackets, identified by Part Number (P/N) in Table 1 of this AD, of the left-hand (LH) and right-hand (RH) MFTF#3 and of the pivot tube assembly, having a P/N as listed in Appendix 1 of this AD, in accordance with the instructions of Airbus SB A380-57-8031.

Table 1 - List of LH and RH Pivot Brackets P/N affected by this AD:

<table>
<tr><td>L5758500000000</td><td>L5758434500000</td><td>L5758501020000</td></tr>
<tr><td>L5758502000000</td><td>L5758434500100</td><td>L5758500320000</td></tr>
</table>
Note 1: The P/Ns of the MFTF#3 and pivot tube assemblies, on which the affected brackets can be installed, are listed in Appendix 1 of this AD.

(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy (as defined in Airbus SB A380-57-8031) is found, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A380-57-8031.

(3) Accomplishment of the applicable corrective actions required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD.

(4) Inspections and corrective actions, accomplished before 27 April 2012 [the effective date of EASA AD 2012-0062] in accordance with the instructions of Airbus AOT A380-57A8027 at original issue, are acceptable to comply with the requirements of paragraph (1) and (2) of this AD. After 27 April 2012 [the effective date of EASA AD 2012-0062], the repetitive inspections required by paragraph (1) of this AD must be accomplished in accordance with the instructions of Airbus SB A380-57-8031.

(5) Before exceeding 1 000 FC accumulated by the MFTF#3 (LH or RH) since new or within 100 FC after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 200 FC accumulated by the MFTF#3, accomplish a High Frequency Eddy Current (HFEC) inspection of the inboard and outboard support ring at the pivot ring of the MFTF#3 pivot bracket, LH and RH side, having a P/N listed in Table 1 of this AD, in accordance with the instructions of SB A380-57-8090.</td></tr>
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	Note 2: Inspections as required by paragraphs (1) and (5) of this AD can be accomplished concurrently (phased maintenance). (6) If, during any inspection as required by paragraph (5) of this AD, no discrepancy is detected, within 100 FC after each HFEC as required by paragraph (5) of this AD, accomplish a DET of the 8 bays of the inboard and outboard support rings of the MFTF#3, LH and RH side, in accordance with the instructions of Airbus SB A380-57-8090. (7) If, during any inspection as required by paragraph (5) or (6) of this AD, any discrepancy (as defined in Airbus SB A380-57-8090) is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A380-57-8090. (8) Within 30 days after accomplishment of each HFEC as required by paragraphs (5) of this AD, report the results, including no findings, to Airbus. (9) Aeroplanes on which Airbus modification 71723 has been embodied in production, or were modified in service in accordance with the instructions of Airbus SB A380-57-8040, are not affected by the requirements of paragraph (1) and (5) of this AD. (10) From the effective date of this AD, installation on an aeroplane of a MFTF#3 or a pivot tube assembly with a P/N as listed in Appendix 1 of this AD is allowed, provided that, following installation, the part is inspected and, depending on findings, corrected, as required by this AD.
Ref. Publications:	Airbus ISB A380-57-8031 original issue dated 02 February 2012. Airbus SB A380-57-8090 original issue dated 12 November 2014. Airbus SB A380-57-8040 original issue dated 02 February 2012. Airbus AOT A380-57A8027 original issue dated 24 June 2011. 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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

List of parts on which the RH and LH Pivot Brackets affected by this AD can be installed:

MFTF#3 P/N:
L5758411300000
L5758411300100
L5758411300200
L5758411300300
L5758411300400
L5758411300500
L5758411300600
L5758411300700
L5758411300800
L5758411300900

Pivot Tube Assembly P/N:
L5758728000400
L5758742300000