

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0043-E</p> <p>Date: 11 March 2015</p> <p>Note: This Emergency 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 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 [EU 1321/2014 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>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A380 aeroplanes</p>	
<p>TCDS Number: EASA.A.110</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
ATA 57	Wings – Movable Flap Track Fairing # 6 / Pivot Bracket – Inspection	
<p>Manufacturer(s):</p>	<p>Airbus</p>	
<p>Applicability:</p>	<p>Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers on which Airbus modification (mod.) 68729 has been embodied in production or Airbus Service Bulletin (SB) A380-57-8017 has been embodied in service, except those on which Airbus mod. 71589 has been embodied in production or Airbus SB A380-57-8036 has been embodied in service.</p>	
<p>Reason:</p>	<p>An occurrence was reported that, during an inspection of a Movable Flap Track Fairing # 6 (MFTF #6) U-frame per Airbus SB A380-57-8032, several fasteners were missing and were eventually discovered in the tail cone of that MFTF #6. Subsequent investigation results revealed that the fasteners originated from the fix pivot bracket of the MFTF #6, where only one fastener remained installed. Additionally, similar inspections accomplished on MFTF #6 of other aeroplanes also revealed several not secured locking washers and loose screws.</p> <p>This condition, if not detected and corrected, could lead to disconnection of the pivot bracket and the fairing, possibly resulting in in-flight loss of MFTF #6 with consequent injury to persons on the ground.</p> <p>To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A57R008-15 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires repetitive free-play checks of the MFTF #6, a one-time detailed inspection and, depending on findings, corrective action(s).</p>	
<p>Effective Date:</p>	<p>13 March 2015</p>	

<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 30 flight cycles (FC) after the effective date of this AD, and, thereafter, at intervals not to exceed 50 FC, accomplish a free-play check of each MFTF #6 (both, Left Hand (LH) and Right Hand (RH) side) in accordance with the instructions of Airbus AOT A57R008-15. (2) If, during any check as required by paragraph (1) of this AD, any lateral or vertical free-play is detected, before next flight, accomplish a detailed inspection (DET) of the affected MFTF #6 and pivot bracket, and, depending on findings, accomplish all applicable corrective actions in accordance with the instructions of Airbus AOT A57R008-15. (3) If, during any check as required by paragraph (1) of this AD, no free play (either lateral or vertical) is detected, within 200 FC after the effective date of this AD, accomplish a DET of each MFTF #6 (both, LH and RH side), and, depending on findings, accomplish all applicable corrective actions in accordance with the instructions of Airbus AOT A57R008-15. (4) Accomplishment of the DET and, depending on findings, corrective action(s), as specified by paragraph (2) or (3) of this AD, as applicable, constitutes terminating action for the repetitive free-play checks as required by paragraph (1) of this AD. (5) Inspections and, depending on findings, corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus TD L5757D14029282 at issue A, are acceptable to comply with the requirements of this AD for that aeroplane.
<p>Ref. Publications:</p>	<p>Airbus AOT A57R008-15 original issue dated 10 March 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>Airbus TD L5757D14029282 issue A dated 10 February 2015.</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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 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 – Airworthiness Office – EIANA; Telephone: +33 562 110 253; Fax: +33 562 110 307; E-mail: account.airworth-A380@airbus.com.