



## Airworthiness Directive

**AD No.:** 2018-0119

**Issued:** 29 May 2018

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:** 12 June 2018

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 57 – Wings – Outboard Flaps Skin – Inspection

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### Manufacturer(s):

Airbus

### Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The SB:** Airbus Service Bulletin (SB) A380-57-8189.

**Affected locations:** Upper skin surface between ribs 6 and 7 of the left-hand (LH) and right-hand (RH) side outer flaps, and lower skin surface between ribs 1 and 2, and between ribs 6 and 7, of the LH and RH side outer flaps.

**Affected SRM repair:** A380 Structural Repair Manual (SRM), repair task 57-56-12-001, 57-56-12-308-804, 57-56-12-308-807, 57-56-12-308-808, 57-56-12-308-809, 57-56-12-338-806, 57-56-12-338-807, 57-56-12-338-808 and 57-56-12-338-809.



**Reason:**

In the A380 SRM revisions, dated September 2011 to June 2015, some zoning discrepancies for repairs and allowable damage on the outboard flap upper and lower shell were identified. The affected locations should have been identified as Zone A but were inadvertently identified as Zone B. The affected Zone B repairs are not acceptable for the affected locations due to insufficient ultimate load capability.

This condition, if not detected and corrected, could lead to in-flight detachment of a major flap portion, possibly resulting in reduced control of the aeroplane and/or injury to persons on the ground.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions for the affected locations.

For the reasons described above, this AD requires a one-time general visual inspection (GVI) of the affected locations, a check of related repair reports and, depending on findings, accomplishment of applicable corrective action(s). This AD also prohibits, for any future repairs, the use of the instructions of certain previous SRM revisions.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 10 months after the effective date of this AD, accomplish a GVI of the affected locations and accomplish a records check of the related repair reports in accordance with the instructions of the SB.

**Corrective Action(s):**

- (2) If, during the GVI or records check, as required by paragraph (1) of this AD, as applicable, any affected SRM repair is found to have been accomplished in the affected locations in accordance with A380 SRM revisions dated September 2011 to June 2015, within 30 days, contact Airbus for approved corrective action instructions, and, within 12 months after the GVI and repair reports check as required by paragraph (1) of this AD, accomplish those instructions accordingly.

**SRM Limitation:**

- (3) From the effective date of this AD, do not accomplish any SRM repair using the instructions of the A380 SRM at a Revision dated June 2015 or earlier.

**Ref. Publications:**

Airbus SB A380-57-8189 original issue, dated 13 March 2018.

The use of later approved revisions of the above-mentioned document 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. This AD was posted on 12 April 2018 as PAD 18-052 for consultation until 10 May 2018. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS - 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).

