


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0113R1</p> <p>Date: 04 March 2010</p> <p>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.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A380 aeroplanes</p>	
<p>TCDS Number : EASA.A.110</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises EASA AD 2009-0113 dated 27 May 2009</p>		
ATA 57	Wings – Movable Flap Track Fairing Number 4 (MFTF #4) – Inspection / Replacement	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A380 aeroplanes, -841, -842 and -861 models, all manufacturer serial numbers, except those on which Airbus modification 69197 has been embodied in production on both wings.</p>	
<p>Reason:</p>	<p>As a result of the Movable Flap Track Fairing (MFTF) #6 crack findings (ref. AD 2008-0216), a detailed review has been launched for all MFTF #2 to #6. This investigation has revealed some cracking at MFTF #4 pivot supporting.</p> <p>This condition, if not corrected, could lead to in-flight loss of MFTF #4, potentially resulting in injuries to persons on the ground.</p> <p>To prevent the risk of a MFTF #4 detachment, the original issue of this AD required an inspection programme and/or replacement of the fairings in order to ensure they are removed from service before any crack becomes critical.</p> <p>This AD is revised to introduce the installation of reinforced MFTF #4 as an optional AD terminating action.</p>	
<p>Effective Date:</p>	<p>Revision 01 : 18 March 2010</p> <p>Original Issue: 10 June 2009</p>	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Perform the following actions on Left Hand (LH) and Right Hand (RH) MFTF #4 in accordance with instructions of Airbus Service Bulletin (SB) A380-57-8016:</p> <ul style="list-style-type: none"> • special detailed (Ultrasonic and High-Frequency Eddy Current) inspections of the fillet radii of pivot bracket support rings and the monolithic Carbon Fibre Reinforced Plastic (CFRP) structure in the pivot support area, <p>or</p> <ul style="list-style-type: none"> • replacement of the MFTF #4, <p><u>For -841 and -842 aeroplane models :</u></p> <p>Before the MFTF #4 has accumulated 600 Total Flight Cycles (FC) since its first installation on an aeroplane,</p> <p><u>For -861 aeroplane model :</u></p> <p>Before the MFTF #4 has accumulated 300 Total FC since its first installation on an aeroplane,</p> <p>(2) Further to the special detailed inspections performed in accordance with paragraph (1) of this AD :</p> <ul style="list-style-type: none"> • In case there is no finding, repeat the inspections defined in paragraph (1) of this AD at intervals not exceeding : <u>For -841 and -842 aeroplane models:</u> 60 FC; <u>For -861 aeroplane model:</u> 30 FC. • In case of findings, before next flight, replace the MFTF #4 in accordance with instructions of Airbus SB A380-57-8016, and thereafter perform the actions defined in paragraphs (1) and (2) of this AD within the applicable threshold and intervals defined in paragraphs (1) and (2) of this AD . <p>(3) Reporting to Airbus:</p> <p>In case of MFTF #4 replacement, submit a report including the following information to Airbus within 30 days after the MFTF #4 removal :</p> <ul style="list-style-type: none"> • the removed MFTF #4 serial number. • the associated aeroplane Manufacturer Serial Number (MSN). • the number of FC accumulated by the MFTF #4 at the time of removal. <p>(4) The installation of reinforced MFTF #4 on LH and RH sides in accordance with the instructions of Airbus SB A380-57-8018 cancels the requirements of this AD.</p>
<p>Ref. Publications:</p>	<p>Airbus Service Bulletin A380-57-8016 at Original issue;</p> <p>Airbus Service Bulletin A380-57-8018 at Original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .4. For any questions concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EANA (Airworthiness Office) account.airworth-A380@airbus.com and Nicolas.Cordeau@airbus.com ; Phone: +33 562 110 253 ; Fax :+33 562 110 307.
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