


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0013</b></p> <p><b>Date: 20 January 2012</b></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 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].</p>		
<p><b>Type Approval Holder's Name :</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A380 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.110</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p><b>ATA 57</b></p>	<p><b>Wings – Wing Rib/Foot – Inspection</b></p>	
<p>Manufacturer(s):</p>	<p>Airbus</p>	
<p>Applicability:</p>	<p>Airbus A380-841, A380-842, and A380-861 aeroplanes, serial numbers (S/N) 01, S/N 03, S/N 04, S/N 05, S/N 06, S/N 07, S/N 08, S/N 09, S/N 10, S/N 12, S/N 13, S/N 16, S/N 17, S/N 19, S/N 20, S/N 21, S/N 23, S/N 33, S/N 34 and S/N 35</p>	
<p>Reason:</p>	<p>Following an unscheduled internal inspection of an A380 wing, some rib feet have been found with cracks originating from the rib to skin panel attachment holes (Type 1 cracks according to Airbus All Operator Telex (AOT) terminology).</p> <p>Further to this finding, inspections were carried out on a number of other aeroplanes where further cracks have been found. During one of those inspections, a new form of rib foot cracking originating from the forward and aft edges of the vertical web of the rib feet has been identified (Type 2 cracks according to Airbus AOT terminology). The new form of cracking is more significant than the original rib foot hole cracking. It has been determined that the Type 2 cracks may develop on other aeroplanes after a period of time in service.</p> <p>This condition, if not detected and corrected, could potentially affect the structural integrity of the aeroplane.</p> <p>For the reasons described above, this AD requires a Detailed Visual Inspection (DVI) of certain wing rib feet. This AD also requires reporting the inspection results to Airbus.</p>	

	This AD is considered to be an interim action to immediately address this condition. As a result of the on-going investigation, further mandatory actions might be considered.						
Effective Date:	24 January 2012						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, as applicable, depending on the number of flight cycles (FC) accumulated by the aeroplane at the effective date of this AD, accomplish a DVI of the Left Hand and Right Hand wing in accordance with the instructions of Airbus AOT A380-57A8058.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th><u>FC accumulated by the aeroplane at the effective date of this AD</u></th> <th><u>Compliance time for the DVI</u></th> </tr> </thead> <tbody> <tr> <td>Aeroplane has accumulated between 1 300 FC and 1 799 FC since aeroplane first flight</td> <td>Within 6 weeks or 84 FC, whichever occurs first after the effective date of this AD</td> </tr> <tr> <td>Aeroplane has accumulated 1 800 FC or more since aeroplane first flight</td> <td>Within 4 days or 14 FC, whichever occurs first after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If any crack is detected during the DVI as required by paragraph (1) of this AD, before next flight, contact Airbus for approved instructions and accomplish those instructions within the specified compliance time.</p> <p>(3) Within 2 days after accomplishment of the DVI as required by paragraph (1) of this AD, report inspection results (including no findings) to Airbus.</p>	<u>FC accumulated by the aeroplane at the effective date of this AD</u>	<u>Compliance time for the DVI</u>	Aeroplane has accumulated between 1 300 FC and 1 799 FC since aeroplane first flight	Within 6 weeks or 84 FC, whichever occurs first after the effective date of this AD	Aeroplane has accumulated 1 800 FC or more since aeroplane first flight	Within 4 days or 14 FC, whichever occurs first after the effective date of this AD
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Ref. Publications:	<p>Airbus AOT A380-57A8058 original issue dated 20 January 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<ol style="list-style-type: none"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>For any question concerning the technical content of the requirements in this AD, please contact:  AIRBUS SAS - EANA (Airworthiness Office),  Phone: +33 562110253 ; Fax:+33 562 110 307  E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a> and <a href="mailto:Nicolas.Cordeau@airbus.com">Nicolas.Cordeau@airbus.com</a>.</li> </ol>						