


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	<p>PAD No.: 12-030</p> <p>Date: 18 April 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
AIRBUS		A380 aeroplanes
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 57		
Wings – Die-Forged Front Spar – Inspection / Repair		
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841 and A380-861 aeroplanes, all manufacturer serial numbers on which Airbus left hand (LH) wing modification (mod) 64526 or right hand (RH) wing mod 64527 has been embodied in production.	
Reason:	<p>During the full scale aeroplane fatigue test, cracks were found on the wing main structure on the die-forged front spar between Rib 4 and Rib 8. These cracks are linked to mod 64526 and 64527 and initiated from the attachment holes of the reinforcing strap introduced by the above modifications.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the wing front spar.</p> <p>For the reasons described above, this AD requires repetitive inspections of the die-forged front spar and, depending on the findings, the accomplishment of the applicable corrective actions.</p>	
Effective Date:	[TBD: 14 days after final AD issue date]	
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before the accumulation of 3074 flight cycles (FC) after the aeroplane's first flight, and thereafter at intervals not to exceed 1250 FC, accomplish a detailed visual inspection of the die-forged front spar web, between Rib 4 and Rib 8, RH wing and /or LH wing, as applicable, in the area of the attachment holes of the reinforcing straps, in accordance with the</p>	

	<p>instructions of the Airbus Inspection Service bulletin (ISB) A380-57-8039.</p> <p>(2) If, during any of the inspections as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions accordingly.</p>
Ref. Publications:	<p>Airbus ISB A380-57-8039 original issue dated 17 November 2011.</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"> 1. This Proposed AD will be closed for consultation on 16 May 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562110253 ; Fax:+33 562 110 307. E-mail: account.airworth-A380@airbus.com and/or Nicolas.Cordeau@airbus.com and/or Sandra.Cuiec@airbus.com.