


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0052R1</p> <p>Date: 05 February 2015</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 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:</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 2012-0052 dated 29 March 2012.</p>	
ATA 57	Wings – Leading Edge Shear Cleats – Inspection / Replacement
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN), except aeroplanes having embodied Airbus modification (mod) 73979, mod 73981 and mod 73983 in production.
Reason:	<p>During full scale fatigue tests, cracks were found on two intercostal shear cleats on the inboard outer fixed leading edge (IOFLE) of the wing. The affected shear cleats of each wing are located at the lower forward (FWD) intercostal to closing rib interface, and at the lower aft (AFT) intercostal to drive rib 3 inboard interface.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the wings.</p> <p>To address this unsafe condition, Airbus issued Service Bulletin (SB) A380-57-8035 to provide inspection instructions, and EASA issued AD 2012-0052 to require a one-time detailed inspection (DET) of the affected shear cleats, replacement of any cracked shear cleat(s), reporting the findings to Airbus, and accomplishment of possible follow-on instructions provided by Airbus.</p> <p>Since that AD was issued, Airbus developed mods 73979, 73981 and 73983 (wing reinforced IOFLE structure) for aeroplanes in production, which is also available for certain in-service aeroplanes (defined by MSN) through Airbus SB A380-57-8089.</p> <p>For the reasons described above, this AD is revised to reduce the Applicability of this AD by excluding aeroplanes that embody wing reinforced IOFLE</p>

	<p>structure.</p> <p>Additional Airbus SB's are still under development to make in-service installation of wing reinforced IOFLE structure available for other aeroplanes, not listed by MSN in Airbus SB A380-57-8089. After those SB's are available, this AD is expected to be revised again.</p>
Effective Date:	<p>Revision 1: 05 February 2015</p> <p>Original Issue : 12 April 2014</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 2 500 flight cycles since the first flight of the aeroplane, accomplish a DET of the shear cleats of the lower FWD and AFT intercostals of each wing in accordance with the instructions of Airbus SB A380-57-8035. (2) If, during the inspection as required by paragraph (1) of this AD, any crack is found, before next flight, replace the affected shear cleat(s) in accordance with the instructions of Airbus SB A380-57-8035, and contact Airbus to report the inspection results to obtain approved instructions for inspection of the surrounding area where any shear cleat crack has been identified and, depending on findings, accomplish those instructions accordingly. (3) Aeroplanes modified in service in accordance with the instructions of Airbus SB A380-57-8089 are not affected by the requirements of this AD.
Ref. Publications:	<p>Airbus SB A380-57-8035 original issue, dated 16 September 2011, or Revision 01 dated 30 August 2013.</p> <p>Airbus SB A380-57-8089 original issue 01 October 2014.</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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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 SAS - EIANA (Airworthiness Office), Telephone : +33 562 110 253; Fax: +33 562 110 307 E-mail: account.airworth-A380@airbus.com.