


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0016R1</p> <p>Date: 30 October 2014</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 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>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 2014-0016 dated 15 January 2014.</p>	
ATA 57	Wings – Wing Inboard Leading Edge Droop Nose Gooseneck – Inspection / Repair / Replacement
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes that have embodied Airbus Modification (mod) 73979, mod 73981 and mod 73983 in production.
Reason:	<p>Crack initiations were reported on A380 aeroplanes on the wing inboard leading edge droop nose gooseneck brackets, intercostals and panel end support assembly.</p> <p>The results of a preliminary investigation revealed an unexpected load level and high peak stresses on the affected gooseneck brackets.</p> <p>This condition, if not detected and corrected, could lead to in-flight loss of a droop nose panel, possibly resulting in injury to persons on the ground.</p> <p>To address this potential unsafe condition, EASA issued AD 2012-0153 to require repetitive detailed inspections (DET) of the Inboard Outer Fixed Leading Edge (IOFLE) forward intercostals and gooseneck brackets in accordance with Airbus Alert Operator Transmission (AOT) A57R001-12 and, depending on findings, accomplishment of applicable corrective actions.</p> <p>Since that AD was issued, Airbus issued Service Bulletin (SB) A380-57-8087, which retained the instructions of AOT A57R001-12, clarified the inspection area and included repair instructions. Airbus also determined that extended inspection threshold and intervals can be applied for aeroplanes modified in production in accordance with Airbus mod 73460 or in service in accordance</p>

	<p>with Airbus SB A380-57-8071.</p> <p>For the reasons described above, EASA issued AD 2014-0016, which retained the requirements of EASA AD 2012-0153, which was superseded, but required those actions in accordance with the updated service instructions. That AD also introduced extended inspection threshold and intervals for aeroplanes incorporating Airbus mod 73460, or modified in accordance with Airbus SB A380-57-8071.</p> <p>Since that AD was issued, Airbus developed mod 73979, mod 73981 and mod 73983 (reinforced IOFLE structure) for aeroplanes in production. For certain aeroplanes in service (defined by serial numbers), the applicable modifications are available through Airbus SB A380-57-8089. Additional SB's are still under development to allow the installation of reinforced IOFLE structure on aeroplanes which are not affected by Airbus SB A380-57-8089. After those SB's are available, this AD is expected to be revised.</p> <p>This AD is revised to introduce installation of reinforced IOFLE structure as optional terminating action for the repetitive inspections required by this AD.</p>
Effective Date:	<p>Revision 1: 30 October 2014</p> <p>Original issue: 29 January 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 the compliance time and, thereafter, within the intervals as defined in Appendix 1 of this AD, as applicable, depending on aeroplane configuration, accomplish a DET of the IOFLE forward intercostals, gooseneck brackets and panel end support, as applicable to gooseneck bracket position, on the left hand and right hand wing in accordance with the instructions of Airbus SB A380-57-8087. (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in Airbus SB A380-57-8087, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A380-57-8087, as applicable to gooseneck bracket position. (3) Inspections and corrective actions, accomplished before 29 January 2014 [the effective date of the original issue of this AD] in accordance with the instructions of Airbus AOT A57R001-12 are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD. After 29 January 2014 [the effective date of the original issue of this AD], the repetitive inspections and applicable corrective actions must be accomplished in accordance with the instructions of Airbus SB A380-57-8087. (4) Accomplishment of corrective actions as required by paragraph (2) of this AD, or as specified in paragraph (3) of this AD, as applicable, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD. (5) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-57-8089 constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.
Ref. Publications:	<p>Airbus AOT A57R001-12 original issue dated 14 May 2012.</p> <p>Airbus SB A380-57-8071 original issue dated 14 June 2013.</p> <p>Airbus SB A380-57-8087 original issue dated 28 November 2013.</p> <p>Airbus SB A380-57-8089 original issue dated 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. The original issue of this AD was posted on 20 December 2013 as PAD 13-188 for consultation until 10 January 2014. No comments were received during the consultation period.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.
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CORRECTED

Appendix 1 – Compliance time

Aeroplane Configuration	Flight Cycles (FC) accumulated by the aeroplane on 06 September 2012 [the effective date of the EASA AD 2012-0153]	Compliance Time, as applicable between (a) or (b)	Interval
Pre-Mod 73460, or Pre-SB A380-57-8071	Less than 1 200 FC	(a) Before exceeding 1 200 FC since aeroplane first flight, or within 350 FC after 06 September 2012 [the effective date of the EASA AD 2012-0153], whichever occurs later. (b) Within 1 200 FC since last inspection in accordance with the instructions of the Airbus AOT A57R001-12.	1 200 FC
	1 200 FC or more and less than 1 500 FC	(a) Within 350 FC after 06 September 2012 [the effective date of the EASA AD 2012-0153], but not exceeding 1 750 FC since aeroplane first flight. (b) Within 1 200 FC since last inspection in accordance with the instructions of the Airbus AOT A57R001-12.	
	1 500 FC or more	(a) Within 250 FC after 06 September 2012 [the effective date of the EASA AD 2012-0153]. (b) Within 1 200 FC since last inspection in accordance with the instructions of the Airbus AOT A57R001-12.	
Post-Mod 73460, or Post-SB A380-57-8071	Not applicable	Before exceeding 3 800 FC since aeroplane first flight, or since accomplishment of Airbus SB A380-57-8071, as applicable.	1 400 FC