

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0016</p> <p>Date: 15 January 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>
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0153 dated 23 August 2012.
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.
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 retains the instructions of AOT A57R001-12, clarifies the inspection area and includes repair instructions. Airbus also determined that extended inspection threshold and intervals can be applied for aeroplanes modified in production in accordance with Airbus modification (mod) 73460 or in service in accordance with Airbus SB A380-57-8071.</p>

	<p>For the reasons described above, this AD retains the requirements of EASA AD 2012-0153, which is superseded, but requires those actions in accordance with the updated service instructions. This AD also introduces extended inspection threshold and intervals for aeroplanes incorporating Airbus mod 73460, or modified in accordance with Airbus SB A380-57-8071.</p> <p>Pending the development by Airbus of a dedicated modification (introduced in-service through Airbus SB A380-57-8089) to terminate the repetitive inspections required by this AD, this AD is considered an interim action and further AD action may follow.</p>
Effective Date:	29 January 2014
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 the effective date 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 the effective date 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.
Ref. Publications:	<p>Airbus AOT A57R001-12 at original issue dated 14 May 2012.</p> <p>Airbus SB A380-57-8071 at original issue dated 14 June 2013.</p> <p>Airbus SB A380-57-8087 at original issue dated 28 November 2013.</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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. 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, Executive 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 562110253 ; Fax: +33 562 110 307. E-mail: account.airworth-A380@airbus.com.

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