


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-082</p> <p>Date: 11 June 2015</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>	
<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>Supersedure: This AD supersedes EASA AD 2012-0052R1 dated 23 May 2012.</p>	
ATA 57	Wings – Leading Edge Shear Cleats – Inspection / Replacement
<p>Manufacturer(s): Airbus</p>	
<p>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.</p>	
<p>Reason:</p> <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 of findings to Airbus, and accomplishment of possible follow-on instructions provided by Airbus.</p> <p>EASA AD 2012-0052 was later revised to exclude aeroplanes with Airbus mods 73979, 73981 and 73983 (wing reinforced IOFLE structure) embodied in production, and to introduce the same modifications for certain in-service aeroplanes (defined by MSN) through Airbus SB A380-57-8089 as optional terminating action.</p>	

	<p>Since EASA AD 2012-0052R1 was issued, Airbus issued SB A380-57-8035 Revision 02 to introduce repetitive DET of the affected shear cleats.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2012-0052R1, which is superseded, and adds repetitive DET of the affected shear cleats.</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 currently listed by MSN in Airbus SB A380-57-8089. After those SB's are available, this AD is expected to be revised.</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> <ol style="list-style-type: none"> (1) Within 2 500 flight cycles (FC) since the first flight of the aeroplane and, thereafter, at intervals not to exceed 2 500 FC or 18 400 flight hours, whichever occurs first, 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 Revision 02. (2) If, during any DET as required by paragraph (1) of this AD, any crack is found, before next flight, replace the affected shear cleat(s) and accomplish a DET of the sub-spar, spreader plate and adjacent skin panels in accordance with the instructions of Airbus SB A380-57-8035 Revision 01 or Revision 02. (3) Accomplishment of DET of the shear cleats of the lower FWD and AFT intercostals of each wing on an aeroplane, before the effective date of this AD in accordance with the instructions of Airbus SB A380-57-8035 at original issue or Revision 01, is acceptable to comply with the initial DET as required by paragraph (1) of this AD for that aeroplane. (4) Replacement of the affected shear cleat(s) on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A380-57-8035 at original issue, and additional inspection of surrounding structure in accordance with approved instructions provided by Airbus is acceptable to comply with the initial requirements of paragraph (2) of this AD for that aeroplane. (5) Accomplishment of corrective actions on an aeroplane, as required by paragraph (2) or (3) of this AD, or as specified in paragraph (4) of this AD, does not constitute terminating action for the repetitive DET required by this AD for that aeroplane. (6) 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 this AD for that aeroplane.
Ref. Publications:	<p>Airbus SB A380-57-8035 original issue dated 16 September 2011, or Revision 01 dated 30 August 2013, or Revision 02 dated 09 June 2015.</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. This Proposed AD will be closed for consultation on 09 July 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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), E-mail: account.airworth-A380@airbus.com.