


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0026</b></p> <p><b>Date: 08 February 2012</b></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 EC 1702/2003, Part 21A.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><b>Type Approval Holder's Name :</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s) :</b></p> <p>A380 aeroplanes</p>
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0013 dated 20 January 2012.
<b>ATA 57</b>	<b>Wings – Wing Rib Foot – Inspection</b>
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842, and A380-861 aeroplanes, all serial numbers.
Reason:	<p>Following an unscheduled internal inspection of an A380 wing, some rib feet have been found with cracks originating from the rib to skin panel attachment holes (Type 1 cracks according to Airbus All Operator Telex (AOT) terminology).</p> <p>Further to this finding, inspections were carried out on a number of other aeroplanes confirming the existence of these cracks. During one of those inspections, a new form of rib foot cracking originating from the forward and aft edges of the vertical web of the rib feet has been identified (Type 2 cracks according to Airbus AOT terminology). This condition, if not detected and corrected, may lead to reduction of the structural integrity of the aeroplane.</p> <p>EASA AD 2012-0013 required Detailed Visual Inspections (DVI) to detect cracks on the wing rib feet and required as well to repair them when applicable. Following issuance of EASA AD 2012-0013 it has been confirmed that Type 2 cracks may develop on other aeroplanes after a period of time of service.</p> <p>For the reasons described above, this AD, which supersedes EASA AD 2012-0013, extends the applicability to all aeroplane serial numbers and requires accomplishment of High Frequency Eddy Current (HFEC) inspections of certain wing rib feet and accomplishment of applicable corrective actions. This AD also requires that the inspection results are reported to Airbus.</p> <p>This AD is considered to be a further interim action to address this condition. As</p>

	a result of the on-going investigation, further mandatory actions may be necessary.								
Effective Date:	13 February 2012								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Within the compliance time defined in Table 1 of this AD, as applicable, depending on the number of flight cycles (FC) accumulated by the aeroplane at the effective date of this AD, accomplish HFEC inspection of the Left Hand and Right Hand wings in accordance with the instructions of Airbus AOT A380-57-8058 revision 1.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th><u>Total number of FC accumulated since aeroplane first flight</u></th><th><u>Compliance time for the HFEC inspection</u></th></tr> </thead> <tbody> <tr> <td>Aeroplane has accumulated less than 1 216 FC</td><td>Before or upon accumulation of 1 300 FC</td></tr> <tr> <td>Aeroplane has accumulated 1 216 FC or more, but less than 1 384 FC</td><td>Within 6 weeks or 84 FC, whichever occurs first after the effective date of this AD</td></tr> <tr> <td>Aeroplane has accumulated 1 384 FC or more</td><td>No later than 3 weeks after the effective date of this AD</td></tr> </tbody> </table> <p>(2) If any crack is detected during the HFEC inspections required by paragraph (1) of this AD, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly within the specified compliance time.</p> <p>(3) Within 2 days after accomplishment of the HFEC inspections as required by paragraph (1) of this AD, report inspection results (including no findings) to Airbus.</p>	<u>Total number of FC accumulated since aeroplane first flight</u>	<u>Compliance time for the HFEC inspection</u>	Aeroplane has accumulated less than 1 216 FC	Before or upon accumulation of 1 300 FC	Aeroplane has accumulated 1 216 FC or more, but less than 1 384 FC	Within 6 weeks or 84 FC, whichever occurs first after the effective date of this AD	Aeroplane has accumulated 1 384 FC or more	No later than 3 weeks after the effective date of this AD
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Ref. Publications:	<p>Airbus AOT A380-57-8058 revision 1 dated 08 February 2012.</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"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>For any question concerning the technical content of the requirements in this AD, please contact:  AIRBUS SAS - EANA (Airworthiness Office),  Phone: +33 562110253 ; Fax: +33 562 110 307  E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a> and <a href="mailto:Nicolas.Cordeau@airbus.com">Nicolas.Cordeau@airbus.com</a>.</li> </ol>								