

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0153</p> <p>Date: 23 August 2012</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>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:	None
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 have been reported on A380 aeroplanes on the wing inboard leading edge droop nose gooseneck brackets and intercostals.</p> <p>The results of a preliminary investigation reveal 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 detachment of a droop nose panel, possibly resulting in injury to persons on the ground.</p> <p>To address this potential unsafe condition, Airbus issued Alert Operator Transmission (AOT) A57R001-12.</p> <p>For the reasons described above, this AD requires repetitive detailed visual inspections (DVI) of the Inboard Outer Fixed Leading Edge (IOFLE) forward intercostals and gooseneck brackets and, depending on findings, accomplishment of applicable corrective actions.</p>
Effective Date:	06 September 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, and thereafter at intervals not to exceed 1 200 flight cycles (FC), perform on the left hand and right hand wings a DVI of the IOFLE forward intercostals and gooseneck brackets, as applicable to gooseneck bracket position, in accordance with the instructions of Airbus AOT A57R001-12.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="571 432 1433 898"> <tr> <th>FC accumulated at the effective date of this AD by the aeroplane</th><th>Compliance Time</th></tr> <tr> <td>Less than 1 200 FC</td><td>Before exceeding 1 200 FC after the aeroplane's first flight, or within 350 FC after the effective date of this AD, whichever occurs later.</td></tr> <tr> <td>1 200 FC or more and less than 1 500 FC</td><td>Within 350 FC after the effective date of this AD, but not exceeding 1 750 FC after the aeroplane's first flight.</td></tr> <tr> <td>1 500 FC or more</td><td>Within 250 FC after the effective date of this AD.</td></tr> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, accomplish repair or replacement of the gooseneck bracket and/or intercostal, as applicable, in accordance with AOT A57R001-12, as applicable to gooseneck bracket position.</p> <p>(3) If, during any inspection as required by paragraph (1) of this AD, a crack is found on intercostals at position 1 or 4, as defined by AOT A57R001-12, before next flight, contact Airbus for approved repair instructions and accomplish the repair accordingly, within the compliance time as specified in those instructions. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.</p> <p>(4) Corrective actions as required by paragraphs (2) or (3) of this AD do not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD.</p>	FC accumulated at the effective date of this AD by the aeroplane	Compliance Time	Less than 1 200 FC	Before exceeding 1 200 FC after the aeroplane's first flight, or within 350 FC after the effective date of this AD, whichever occurs later.	1 200 FC or more and less than 1 500 FC	Within 350 FC after the effective date of this AD, but not exceeding 1 750 FC after the aeroplane's first flight.	1 500 FC or more	Within 250 FC after the effective date of this AD.
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<p>Ref. Publications:</p>	<p>Airbus AOT A57R001-12 at original issue dated 14 May 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks:</p>	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. Based on the required actions and the compliance time, EASA have decided to issue of a Final AD with Request for Comments, postponing the public consultation process until after publication. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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 and Nabil.Tahiri@airbus.com and Sandra.Cuiec@airbus.com. 								