

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0089 Date: 24 May 2012 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.
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].	
Design Approval Holder's Name : AIRBUS	Type/Model designation(s) : A380 aeroplanes
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None
ATA 57	Wings – Die-Forged Front Spar – Inspection / Repair
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841 and A380-861 aeroplanes, all manufacturer serial numbers on which Airbus left hand (LH) wing modification (mod) 64526 or right hand (RH) wing mod 64527 has been embodied in production.
Reason:	During the full scale aeroplane fatigue test, cracks were found on the wing main structure on the die-forged front spar between Rib 4 and Rib 8. These cracks are linked to mod 64526 and 64527 and initiated from the attachment holes of the reinforcing strap introduced by the above modifications. This condition, if not detected and corrected, could reduce the structural integrity of the wing front spar. For the reasons described above, this AD requires repetitive inspections of the die-forged front spar and, depending on the findings, the accomplishment of the applicable corrective actions.
Effective Date:	07 June 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before the accumulation of 3 074 flight cycles (FC) after the aeroplane's first flight, and thereafter at intervals not to exceed 1 250 FC, accomplish a detailed visual inspection of the die-forged front spar web, between Rib 4 and Rib 8, RH wing and /or LH wing, as applicable, in the area of the

	attachment holes of the reinforcing straps, in accordance with the instructions of the Airbus Inspection Service bulletin (ISB) A380-57-8039. (2) If, during any of the inspections as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus to obtain approved repair instructions and accomplish those instructions accordingly.
Ref. Publications:	Airbus ISB A380-57-8039 original issue dated 17 November 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 18 April 2012 as PAD 12-030 for consultation until 16 May 2012. 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 PAD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562110253 ; Fax: +33 562 110 307. E-mail: account.airworth-A380@airbus.com and/or Nicolas.Cordeau@airbus.com and/or Sandra.Cuiec@airbus.com.