

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0266</b></p> <p><b>Date: 04 November 2013</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 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>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A380 aeroplanes
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 57</b>	<b>Wings – Cruciform Fitting Frame 56 – Inspection / Modification</b>
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 68010 has been embodied in production.
Reason:	<p>During full scale fatigue testing of the A380 aeroplane, cracks were detected on a cruciform fitting at frame (FR) 56. The results of the subsequent investigations determined that the subject cracks were fatigue related and initiated by high local stress.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the wing.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-57-8076 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time special detailed inspection (SDI) of the Left Hand (LH) and Right Hand (RH) cruciform fittings at FR56 and modification of the cruciform flange.</p>
Effective Date:	18 November 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 4 200 flight cycles (FC) or 30 900 flight hours (FH), whichever occurs first since the aeroplane first flight, accomplish a SDI of the LH and RH cruciform fittings at FR56 in accordance with the instructions of Airbus SB A380-57-8076.</p>

- (2) If, during the SDI as required by paragraph (1) of this AD, no crack is detected, before next flight, accomplish one of the two actions, as specified in paragraph (2.1) or (2.2) of this AD:
- (2.1) Modify the aeroplane in accordance with the instructions of Airbus SB A380-57-8074 (LH) and/or SB A380-57-8075 (RH), as applicable, or
- (2.2) Accomplish a detailed inspection of the holes for damage and hole dimensions on LH and/or RH side, as applicable, in accordance with the instructions of Airbus SB A380-57-8076.
- (3) If, during the detailed inspection of the holes as required by paragraph (2.2) of this AD, no damage is found, before exceeding 5 000 FC or 36 800 FH, whichever occurs first since aeroplane first flight, accomplish a SDI of the LH and/or RH, as applicable, cruciform fitting at FR56 in accordance with the instructions of Airbus SB A380-57-8076.
- (4) If, during the detailed inspection of the holes as required by paragraph (2.2) of this AD, any damage is found, before next flight, modify the aeroplane in accordance with the instructions of SB A380-57-8074 (LH) and/or SB A380-57-8075 (RH), as applicable.
- (5) If, during the SDI as required by paragraph (3) of this AD, no crack is found, before next flight, modify the aeroplane in accordance with the instructions of Airbus SB A380-57-8074 (LH) and/or SB A380-57-8075 (RH), as applicable.
- (6) If, during the SDI as required by paragraph (1) or (3) of this AD, any crack is found, before next flight, depending on crack depth, modify the aeroplane in accordance with Airbus SB instructions as defined in Table 1 of this AD, or contact Airbus for approved repair instructions and, within the compliance time as specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before next flight.

Table 1

Crack Depth	Accomplishment Instructions
Less than or equal to 1 mm	SB A380-57-8074 (LH) or SB A380-57-8075 (RH), as applicable
More than 1 mm but less than or equal to 5 mm	SB A380-57-8072 (LH) or SB A380-57-8073 (RH), as applicable
More than 5 mm	Contact Airbus

## Ref. Publications:

Airbus SB A380-57-8072 Original issue dated 12 July 2013,  
 Airbus SB A380-57-8073 Original issue dated 12 July 2013,  
 Airbus SB A380-57-8074 Original issue dated 12 July 2013,  
 Airbus SB A380-57-8075 Original issue dated 12 July 2013,  
 Airbus SB A380-57-8076 Original issue dated 12 July 2013.

The use of later approved revisions of these documents 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 23 September 2013 as PAD 13-146 for consultation until 21 October 2013. The Comment Response Document can be found at

	<p><a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</p> <ol style="list-style-type: none"><li>3. 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>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office) E-mail: <a href="mailto:account.airworth-A380@airbus.com">account.airworth-A380@airbus.com</a>.</li></ol>
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