EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0114 **Date: 28 June 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 :	**Type/Model designation(s) :**
AIRBUS	A380 aeroplanes

TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0026 dated 08 February 2012.

ATA 57	**Wings – Wing Rib Foot – Inspection / Repair / Replacement**
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842, and A380-861 aeroplanes, all serial numbers, except those modified in production in accordance with Airbus modification 68705.
Reason:	Following an unscheduled internal inspection of an A380 wing, some rib feet have been found with cracks, originating from the rib-to-wing skin panel attachment holes (Type 1 cracks according to Airbus All Operators Transmission (AOT) terminology). Prompted by this finding, inspections were carried out on a number of other aeroplanes, the results of which confirmed 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, was identified (Type 2 cracks according to Airbus AOT terminology). This condition, if not detected and corrected, may reduce the structural integrity of the wing. To address this potential unsafe condition, EASA issued AD 2012-0013 to require detailed visual inspections (DVI) to detect cracks on the wing rib feet and, depending on findings, repair. After that AD was issued, it has been confirmed that Type 2 cracks may develop on other aeroplanes after a certain period of time of service. This prompted the issuance of EASA AD 2012-0026, which superseded EASA AD 2012-0013, extending the applicability to all aeroplane serial numbers and required accomplishment of a one-time high frequency eddy current (HFEC) inspection of certain wing rib feet and, depending on

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<tr><td></td><td>findings, accomplishment of applicable corrective actions.

Subsequently, pending the availability of a terminating action, it has been determined that to maintain the safety of the A380 fleet, repetitive inspections are necessary.

For the reasons describe above, this AD retains the requirement of EASA AD 2012-0026, which is superseded, and requires repetitive inspections of certain wing rib feet and, depending on findings, accomplishment of applicable corrective actions.

This AD is considered an interim action, pending the introduction of a terminating modification.</td></tr>
<tr><td>Effective Date:</td><td>02 July 2012</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Within 1 300 flight cycles (FC) since the aeroplane’s first flight and, thereafter, except as specified in paragraph (2) of this AD, at intervals not to exceed 560 FC, accomplish HFEC inspections of the Left Hand (LH) and Right Hand (RH) wings in accordance with the instructions of Airbus AOT A380-57A8058 at Revision 4.

(2) For those aeroplanes on which all lower panel rib boom sections, as defined in Table 1 of this AD, have been replaced in accordance with approved Airbus repair instructions, within 1 200 FC after the initial inspection as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 560 FC, accomplish HFEC inspection of the LH and RH wings in accordance with the instructions of Airbus AOT A380-57A8058 at Revision 4.

Table 1 - Lower panel rib booms sections

<table><tr><td>Rib 24, stringer 18 to stringer 21</td></tr><tr><td>Rib 25, stringer 19 to stringer 22</td></tr><tr><td>Rib 26, stringer 19 to stringer 22</td></tr><tr><td>Rib 29, stringer 20 to stringer 25</td></tr></table>
(3) HFEC inspections and corrective actions, accomplished before the effective date of this AD, in accordance with the instructions of Airbus AOT A380-57A8058 at Revision 1, Revision 2, or Revision 3, are acceptable for compliance with the initial inspection requirements of paragraph (1) of this AD.

(4) If, during any HFEC inspection as required by paragraphs (1) or (2) of this AD, any crack is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those repair instructions, accomplish those instructions accordingly.

(5) Repair or replacement of panel rib boom sections does not constitute terminating action for the repetitive HFEC inspections required by this AD.

(6) Within 2 days after each HFEC inspection as required by paragraph (1) or (2) of this AD, as applicable, report the inspection results (including no findings) to Airbus.</td></tr>
<tr><td>Ref. Publications:</td><td>Airbus AOT A380-57A8058 Revision 4 dated 27 June 2012.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</td></tr>
<tr><td>Remarks:</td><td>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</td></tr>
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	2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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 AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Phone: +33 562110253 ; Fax:+33 562 110 307 E-mail: account.airworth-A380@airbus.com and Nicolas.Cordeau@airbus.com.