


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0011</p> <p>Date: 20 January 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>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A380 Aeroplanes</p>	
<p>TCDS Number :</p>	<p>EASA.A.110</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure :</p>	<p>None</p>	
<p>ATA 49</p>	<p>Airborne Auxiliary Power – Auxiliary Power Unit (APU) Air Intake Duct Access Cover Cut-Out – Inspection / Repair</p>	
<p>Manufacturer(s):</p>	<p>Airbus</p>	
<p>Applicability:</p>	<p>Airbus A380-841, A380-842, and A380-861 Aeroplanes, manufacturer serial numbers (MSN): 0003, 0005 through 0017 inclusive, 0019 through 0023 inclusive, 0025 through 0030 inclusive, 0033, 0034, 0038, 0040, 0041, 0043, 0045 and 0051.</p>	
<p>Reason:</p>	<p>During an inspection on an in-production aeroplane, the following non conformities have been discovered on an APU air intake duct access cover cut-out:</p> <ul style="list-style-type: none"> - Missing epoxy resin around the inserts and at the edge of the air intake duct wall cut-out, and - Missing epoxy adhesive at the edges of the air intake duct wall cut-out. <p>It was found that these materials have not been applied on a specific group of aeroplanes due to an incorrect quality process during production. However, the fire sealant ensures continuing proper fire protection.</p> <p>In addition, it has been identified that task 49-16-00-210-801-A of the Airbus A380 Aircraft Maintenance Manual (AMM), titled “General Visual Inspection of inner surfaces of Air Intake Duct and P-Seal at Housing/Duct Interface”, did not contain instructions to apply fire sealant compound for the in-service installation procedure of the APU air intake duct inspection access cover.</p> <p>The investigation has shown that the in-service accomplishment of this incorrect AMM task in combination with the absence of epoxy resin and</p>	

	<p>adhesive could lead to flammable fluids to be inserted and/or retained in the APU air intake duct.</p> <p>This condition, if not detected and corrected, could lead to ignition of flammable vapour or fluid in this area, which cannot be discounted over the life of the aircraft.</p> <p>For the reasons described above, this AD requires to perform a one-time inspection of the APU Air Intake Duct and, depending on findings, the accomplishment of the associated corrective actions depending on the type of air intake duct installed.</p> <p><u>Note:</u> AMM task 49-16-00-210-801-A has been updated through a Temporary Revision, which was released on 01 September 2010 to include instructions for the application of fire sealant compound for the in-service installation procedure of the APU air intake duct inspection access cover.</p>
Effective Date:	03 February 2012
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 17 months after the effective date of this AD, inspect the APU air intake duct and apply, depending on findings, the associated corrective actions, as applicable (Repair procedure A or B) in accordance with the instructions of Airbus Service Bulletin (SB) A380-49-8005.</p> <p>(2) From the effective date of this AD, do not install on an aeroplane an APU air intake duct as listed in SB A380-49-8005, Figure A-SBAAA – Sheet 01, unless it has been inspected and the associated corrective actions, as applicable, have been accomplished, in accordance with the instructions of Airbus SB A380-49-8005.</p>
Ref. Publications:	<p>Airbus Service Bulletin A380-49-8005 Original issue dated 10 August 2011.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 09 December 2011 as PAD 11-133 for consultation until 06 January 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 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), 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.