



## Airworthiness Directive

**AD No.:** 2018-0100

**Issued:** 25 April 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A380 aeroplanes

**Effective Date:** 01 June 2018

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 36 – Pneumatic – Overheat Detection System / Insulation Mufflers – Modification / Replacement

### Manufacturer(s):

Airbus

### Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The applicable SB:** Airbus Service Bulletin (SB) A380-36-8022, SB A380-36-8026 and SB A380-36-8030 (at any revision), as applicable, depending on location of affected part(s).

**Affected part:** Bleed air insulation mufflers and sleeves, installed in the wings/pylons (inner-inner and inner-outer fixed leading edges) and on certain pneumatic tubing located in the nose and centre fuselage, having a Part Number (P/N) identified as “Old” in the applicable SB.

**Groups:** Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane that has Airbus modification (mod) 74820, mod 75111 and mod 75112 embodied in production is a Group 2 aeroplane, provided the aeroplane remains in that configuration.



**Reason:**

During inspection of the A380 overheat detection system, incorrect installation of insulation mufflers was found, causing interference between the insulation muffler and the overheat detection system's sensing elements. In addition, cases were detected of incorrect orientation of venting holes.

This condition, if not detected and corrected, could lead to increased thermal load on surrounding structural elements, possibly reducing the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus developed production mod 75111 and 75112, and mod 74820, introducing, respectively, improved bleed air insulation mufflers for the wings (pylons, inner-inner and inner-outer fixed leading edges), and for pneumatic tubing located in the nose and central fuselage, and published the applicable SB accordingly, to provide modification instructions for in-service aeroplanes.

For the reasons described above, this AD requires modification of the bleed air overheat detection system, replacing the affected parts with improved bleed air insulation mufflers and sleeves. This AD also prohibits the (re-)installation of affected parts.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Modification:**

- (1) For Group 1 aeroplanes: Within 24 months after the effective date of this AD, modify the aeroplane by replacing each affected part in accordance with the instructions of the applicable SB.

**Parts Installation:**

- (2) Do not install an affected part on an aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
  - (2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.
  - (2.2) For Group 2 aeroplanes: From the effective date of this AD.

**Ref. Publications:**

Airbus SB A380-36-8022 original issue dated 31 May 2017.

Airbus SB A380-36-8030 Revision 01 dated 31 May 2017, or Revision 02 dated 20 October 2017.

Airbus SB A380-36-8026 original issue dated 05 January 2018.

The use of later approved revisions of the above-mentioned 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 14 February 2018 as PAD 18-023 for consultation until 14 March 2018. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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: +33 562 110 253; Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

