


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0267R2</p> <p>Date: 25 July 2014</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>		
<p>Design Approval Holder's Name: Airbus</p>	<p>Type/Model designation(s): A380 aeroplanes</p>	
<p>TCDS Number: EASA.A.110</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2012-0267R1 dated 20 December 2013, including the Correction dated 05 February 2014.</p>		
ATA 35	Passenger Oxygen – Oxygen Distribution Pressure Line and Container Manifolds – Inspection	
<p>Manufacturer(s):</p>	<p>Airbus</p>	
<p>Applicability:</p>	<p>Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes that have embodied Airbus Modification (mod) 73623 in production.</p>	
<p>Reason:</p>	<p>During maintenance checks of the passenger oxygen distribution line, some minor leaks were detected inside the oxygen containers. Investigations confirmed that a cracked manifold is the origin of the leak.</p> <p>This condition, if not detected and corrected, could lead to a decrease of the available oxygen capacity, possibly resulting in exposure of the cabin occupants to hypoxia following a depressurization event.</p> <p>Prompted by this potential unsafe condition, EASA issued AD 2012-0267 to require repetitive special detailed inspections (SDI) of the oxygen Distribution Pressure Line (DPL) and container manifolds and, depending on the detected leak rate, accomplishment of applicable corrective action(s). That AD also required the reporting of the inspection results.</p> <p>After EASA AD 2012-0267 was issued, Airbus developed mod 73623 for aeroplanes in production, available in service for A380-842 aeroplanes through Airbus Service Bulletin (SB) A380-35-8020 (retrofit mod 73624) providing instructions for installing improved oxygen Passenger Dispensing Unit (PDU).</p> <p>Consequently, EASA issued AD 2012-0267R1 to exclude from the Applicability aeroplanes that embody Airbus mod 73623 in production and to introduce the in-service installation of improved oxygen PDU (for A380-842 aeroplanes) as</p>	

	<p>an optional terminating action for the repetitive SDI required by this AD.</p> <p>Since EASA AD 2012-0267R1 was issued, Airbus issued SB A380-35-8021 (retrofit mod 74766) providing instructions for installing improved oxygen PDU on A380-841 and A380-861 aeroplanes.</p> <p>For the reasons described above, this AD is revised to introduce in-service installation of an improved oxygen PDU on an A380-841 or A380-861 aeroplane as optional terminating action for the repetitive SDI required by this AD for that aeroplane.</p>
Effective Date:	<p>Revision 2: 25 July 2014</p> <p>Revision 1: 20 December 2013</p> <p>Original Issue: 03 January 2013</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 5 000 flight hours (FH) after aeroplane first flight, or within 1 000 FH after 03 January 2013 [the effective date of the original issue this AD], whichever occurs later, and, thereafter, at intervals not to exceed 5 000 FH, accomplish a SDI of the oxygen DPL and container manifolds in accordance with the instructions of Airbus SB A380-35-8019. (2) If, during any SDI as required by paragraph (1) of this AD, the detected leak rate is not within the tolerance as defined in Airbus SB A380-35-8019 and/or damaged oxygen containers are found, accomplish the actions specified in paragraphs (3) and (4) of this AD. (3) Before next flight after detection of discrepancies as specified in paragraph (2) of this AD, accomplish a leak check of the oxygen DPL and record the elapsed time to pass from 5 bar to 2 bar in accordance with the instructions of Airbus SB A380-35-8019. (4) Within the applicable compliance time, as defined in Paragraph 1.E.(2) of Airbus SB A380-35-8019, depending on the elapsed time, recorded as required by paragraph (3) of this AD, repair or replace the damaged oxygen container and accomplish a validation leak check of the oxygen DPL in accordance with the instructions of Airbus SB A380-35-8019. (5) Aeroplanes that, before 03 January 2013 [the effective date of the original issue this AD], passed the leak check (leak rate within the tolerance) in accordance with the instructions of A380 Aircraft Maintenance Manual task 35-22-00-790-801, are compliant with the initial requirement of paragraph (1) of this AD. After 03 January 2013 [the effective date of the original issue of this AD], repetitive inspections and corrective actions must be accomplished in accordance with the instructions of Airbus SB A380-35-8019. (6) From 03 January 2013 [the effective date of the original issue of this AD], within 10 days after accomplishment of any SDI as required by paragraph (1) of this AD, as applicable, report all recorded inspection results (including no findings) to Airbus in accordance with the instructions of Airbus SB A380-35-8019. (7) Repair or replacement of oxygen containers as required by paragraph (4) of this AD does not constitute terminating action for the repetitive SDI as required by paragraph (1) of this AD. (8) Modification of an aeroplane in accordance with the instructions of Airbus SB A380-35-8020 or Airbus SB A380-35-8021, as applicable to aeroplane model, constitutes terminating action for the repetitive SDI as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:	<p>Airbus SB A380-35-8019, original issue dated 31 July 2012.</p> <p>Airbus SB A380-35-8020, original issue dated 18 October 2013.</p> <p>Airbus SB A380-35-8021, original issue dated 03 July 2014.</p> <p>The use of later approved revisions of these documents 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. The original issue of this AD was posted on 05 November 2012 as PAD 12-135 for consultation until 03 December 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), E-mail: account.airworth-A380@airbus.com.