


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2015-0188</p> <p>Date: 17 September 2015</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 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A380 Aeroplanes
TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None
ATA 21	Air Conditioning – Electronic Centralized Aircraft Monitoring / Flight Warning System – Software Update / Aircraft Flight Manual Changes
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A380-841, A380-842, and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification (mod.) 76212 or Airbus mod. 76214 has been embodied in production.
Reason:	<p>During flight test and simulations, it was identified that a threshold in the Cabin Pressure Control System logic for the emergency fresh air supply function is not adequate during emergency ventilation operation.</p> <p>This condition, if not corrected, could lead to insufficient cabin ventilation over a certain time due to non-opening of outflow valves following an emergency descent to the flight level required for flight with missing air pack supply.</p> <p>To address this unsafe condition, Airbus issued Flight Operations Transmission (FOT) 999.0082/15 to inform operators that Airbus provides two Electronic Centralized Aircraft Monitoring (ECAM) Airbus Temporary Quick Changes (ATQC), depending on the installed Flight Warning System (FWS), to update the ECAM procedures related to Emergency RAM Air Inlet operations.</p> <p>For the reasons described above, this AD requires installation of an improved ATQC database, as applicable to the FWS standard installed, and introducing a related Temporary Revision (TR) of the applicable Aircraft Flight Manual (AFM).</p>
Effective Date:	24 September 2015

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 days after the effective date of this AD, amend the applicable AFM by inserting a copy of AFM TR 179, or AFM TR180, or AFM TR 173, or AFM TR 174, as applicable to the FWS standard installed and mod configuration of the aeroplane (see Appendix 1 of this AD), inform all flight crews, and, thereafter, operate the aeroplane accordingly. <p>Note: In case of discrepancy between procedures displayed on the ECAM and procedures stated in the AFM, the AFM procedures always have priority.</p> <ol style="list-style-type: none"> (2) Within 6 months after the effective date of this AD, accomplish the actions specified in paragraph (2.1) or (2.2) of this AD, as applicable: <ol style="list-style-type: none"> (2.1) For aeroplanes fitted with FWS standard L52, install the ATQC L52 V8 in accordance with the instructions of the Airbus Service Bulletin (SB) A380-31-8082. (2.2) For aeroplanes fitted with FWS standard L60, install the ATQC L60 V3 in accordance with the instructions of the Airbus SB A380-31-8083. (3) Concurrently with the modification of an aeroplane, as required by paragraph (2.2) of this AD, ensure that the applicable AFM of that aeroplane has been amended by inserting a copy of AFM TR 179, or AFM TR180, corresponding to the installed FWS standard and aeroplane configuration (see Appendix 1 of this AD), and thereafter operate the aeroplane accordingly.
<p>Ref. Publications:</p>	<p>Airbus SB A380-31-8082 original issue dated 31 July 2015. Airbus SB A380-31-8083 original issue dated 31 July 2015. AFM TR 173 Issue 1 dated 17 July 2015. AFM TR 174 Issue 1 dated 17 July 2015. AFM TR 179 Issue 1 dated 17 July 2015. AFM TR 180 Issue 1 dated 17 July 2015. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. FOT 999.0082/15 original issue dated 27 July 2015.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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, Certification 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.

Appendix 1: Applicability of the AFM TR

Aeroplane configuration	FWS software	AFM TR
Airbus mod. 72096 has been embodied in production, or Airbus SB A380-42-8022 has been embodied in service.	L52	173
Airbus mod. 72096 and 70861 have been embodied in production.		174
Airbus mod. 74460 has been embodied in production or Airbus SB A380-42-8028 has been embodied in service.	L60	179
Airbus mod. 74460 and 70861 has been embodied in production.		180
Airbus SB A380-42-8028 has been embodied in service, and Airbus mod. 70861 has been embodied in production.		

Revised