



## Airworthiness Directive

**AD No.:** 2016-0007R1

**Issued:** 20 October 2016

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:** Revision 1: 20 October 2016  
Original issue: 26 January 2016

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

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2016-0007 dated 12 January 2016.

### ATA 53 – Fuselage – Cabin and Cargo Compartment Structural Parts – Inspection / Replacement [Improper Heat Treatment]

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 0087 to 0089 inclusive, 0093 to 0096 inclusive, 0100, 0105 to 0116 inclusive, 0119 to 0128 inclusive, 0131 to 0136 inclusive, 0138 to 0140 inclusive, and MSN 0144.

**Reason:**

Airbus quality controls identified that several structural parts, intended for cargo or cabin compartment installation, were manufactured from improperly heat-treated materials. Subsequent review established that some of those parts were installed on aeroplanes manufactured between November 2011 and February 2013. From February 2013, Airbus implemented measures into the manufacturing processes to ensure detection and prevention of installation of improperly heat-treated parts.

Detailed safety assessment was accomplished to identify the possible impact of affected parts on the aeroplane structure. The result of this structural analysis demonstrated the capability of the affected structure to sustain static limit loads, but failed to confirm that the affected structures met the certified fatigue life.



This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

To address this potentially unsafe condition, Airbus issued Service Bulletin (SB) A380-53-8082 and SB A380-53-8083 to provide inspection instructions for affected cargo and cabin structural parts respectively.

Consequently, EASA issued AD 2016-0007 to require a one-time special detailed inspection (SDI) of certain cabin and cargo compartment structural parts and, depending on findings, corrective action.

Since that AD was issued, the manufacturer of one of affected structural parts reported that no cargo compartment part, Part Number (P/N) L5397017214051, was ever produced. This part P/N was originally referred as an acceptable replacement part for P/N L5397017214000, as listed in Appendix 2 of this AD.

For the reasons described above, this AD is revised to correct the P/N of the acceptable replacement part in the Appendix 2 of this AD.

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 6 years since the aeroplane date of manufacture, accomplish an SDI of the affected cabin and cargo compartment parts, listed by P/N and identified as 'affected P/N' in Appendix 1 and 2 of this AD, in accordance with the instructions of Airbus SB A380-53-8082 and SB A380-53-8083.

Note: For the purpose of this AD, the aeroplane date of manufacture is the date of transfer of title, which is referenced in Airbus documentation at the time of first delivery to an operator.

- (2) If, during an inspection as required by paragraph (1) of this AD, a part with inadequate heat treatment is detected, before next flight, replace the part with a part identified as 'Acceptable Replacement P/N' in Appendix 1 and 2 of this AD, in accordance with the instructions of Airbus SB A380-53-8082 and SB A380-53-8083.

#### **Ref. Publications:**

Airbus SB A380-53-8082 original issue, dated 23 October 2015.

Airbus SB A380-53-8083 original issue, dated 22 October 2015.

The use of later approved revisions of these 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. The original issue of this AD was posted on 26 November 2015 as PAD 15-144 for consultation until 24 December 2015. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
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).



**Appendix 1 – Affected Cabin Compartment Parts and Acceptable Replacement Parts  
(Airbus SB A380-53-8082)**

<b>Affected P/N</b>	<b>Acceptable Replacement P/N</b>
L5327003320100	L5327003320151
L5327006220000	L5327006220051
L5327006220100	L5327006220151
L5327006220200	L5327006220251
L5327006220300	L5327006220351
L5327006220400	L5327006220451
L5327006220500	L5327006220551
L5327006220600	L5327006220651
L5327006220700	L5327006220751
L5327057521200	L5327057521251
L5327057521300	L5327057521351
L5337010820000	L5337010820051
L5337010820100	L5337010820151
L5347054222800	L5347054222851
L5347054222900	L5347054222951
L5347524620000	L5347524620051
L5347524620200	L5347524620251
L5397049001000	L5397049001051
L5397066701600	L5397066701600
L5397066701700	L5397066701700
L5397071400000	L5397071400051
L5397071400100	L5397071400151
L5397071400200	L5397071400251
L5397071400300	L5397071400351
L5397071401400	L5397071401400
L5397071401500	L5397071401500
L5397589302600	L5397589302651
L5397653006800	L5397653006851



**Appendix 2 – Affected Cargo Compartment Parts and Acceptable Replacement Parts  
(Airbus SB A380-53-8083)**

<b>Affected P/N</b>	<b>Acceptable Replacement P/N</b>
L5347391821800	L5347391821800
L5347391822000	L5347391822000
L5347433020400	L5347433020400
L5347433020500	L5347433020500
L5347433020600	L5347433020600
L5347433020700	L5347433020700
L5347433024400	L5347433024451
L5347433024600	L5347433024651
L5347433225400	L5347433225451
L5347436021400	L5347436021451
L5347436021600	L5347436021651
L5347436021800	L5347436021851
L5347436023200	L5347436023251
L5347443521400	L5347443521451
L5347443521500	L5347443521551
L5347443523200	L5347443523251
L5347498520600	L5347498520651
L5347679224000	L5347679224051
L5347679224200	L5347679224251
L5397066404000	L5397066404000
L5397017214000	L5397017214000
L5397066422600	L5397066422600
L5397066902600	L5397066902600
L5397067004000	L5397067004000
L5397071400600	L5397071400651
L5397071400700	L5397071400751
L5397071400800	L5397071400800
L5397071400900	L5397071400900

