

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0265 Date: 16 December 2009 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.
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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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].	
Type Approval Holder's Name : AIRBUS	Type/Model designation(s) : A380 aeroplanes
TCDS Number : EASA.A.110	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2009-0066 dated 19 march 2009	
ATA 36	Pneumatic – Overheat Detection System - Inspection
Manufacturer(s): Airbus (formerly Airbus Industrie)	
Applicability: Airbus A380 aeroplanes, -841, -842 and -861 models, MSN (Manufacturer Serial Number) 15, 17, 19, 20, 21 and 22.	
Reason	During inspection in production and on in-service aircraft, a number of OverHeat Detection System (OHDS) installation non-conformities have been identified along the bleed air ducting. Some installation issues which may lead to a degraded leak detection capability have been reported. In case of hot air leakage, the potential degradation of the OHDS would not allow preventing damages to structure or components, and therefore could lead to an unsafe condition. To ensure that in-service aeroplanes are free of such non-conformities, EASA AD 2009-0066 required an inspection of the OHDS installation along the bleed air ducting and, in case of findings, to bring back the installation into the compliant configuration. That AD required a complete inspection for some MSN, and a partial inspection for MSN 15, 20 and 22. This partial inspection has now been assessed to be insufficient to cover the unsafe condition. This AD, which supersedes EASA AD 2009-0066, requires to perform : an additional inspection on MSN 15, 20 and 22 to render it complete, and

	a complete inspection on additional MSN.
Effective Date:	30 December 2009
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously : (1) Within 3 months from the effective date of this AD, in accordance with the instructions of Airbus Service Bulletin (SB) A380-36-8009, perform a one time Detailed Visual Inspection in order to ensure the correct installation of the OHDS Sensing Elements and Insulation Muffs and, in case of findings, bring back the installation into the compliant configuration. (2) Within 30 days after the accomplishment of the inspection as per paragraph (1) of this AD, report the inspection results, whatever they are, to Airbus.
Ref. Publications:	Airbus Service Bulletin A380-36-8009 at Original issue. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. - The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. - Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . - For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EANA (Airworthiness Office); Phone: +33 562 110253 ; Fax : +33 562 110307; E-mail: account.airworth-A380@airbus.com and nicolas.cordeau@airbus.com .