


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0253R1</p> <p>Date: 10 December 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>	
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2014-0253 dated 21 November 2014.	
ATA 52	Doors – Main Deck and Upper Deck Passenger Doors – Inspection	
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842, and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes on which <u>all</u> the following Airbus modifications (mod) have been embodied in production: 75447, 75448, 75449, 75450, 75451, 75452, 75116, 75117, 75118, 75119, 75120, 75121, 75122, 75123, 75124 and 75125.	
Reason:	<p>During the A380-800 fatigue tests a structural damage was detected on the main deck (MD) and upper deck (UD) doors. Cracks had developed on the upper side of the doors below the cover plate.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the MD and UD doors, which could potentially result in part detachment and consequent damage to the aeroplane or injury to persons on the ground.</p> <p>Prompted by these findings, Airbus issued a set of Service Bulletins (SB) to provide inspection instructions of the upper outer skin areas of the MD and UD doors. Airbus also developed a set of modifications, implemented in production and available for in-service aeroplanes to reinforce the affected zones.</p> <p>For the reasons described above, EASA issued AD 2014-0253 to require accomplishment of repetitive Special Detailed Inspections (SDI) of the upper outer skin areas of the MD and UD doors and, depending on findings, corrective action(s). This AD also introduced the various reinforcement modifications as optional terminating action for the repetitive inspections required by this AD.</p>	

	This AD is revised to clarify inspection requirements applicable for aeroplanes, which were earlier inspected in accordance with A380 Non Destructive Test Manual (NTM) task 52-11-01-270-801 or task 52-18-02-270.
Effective Date:	Revision 1: 10 December 2014 Original issue: 05 December 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the compliance times defined in Appendix 1 of this AD, as applicable to the door position, and thereafter, at intervals not to exceed 440 flight cycles (FC), accomplish a SDI of the upper outer skin areas of the Left-Hand (LH) and Right-Hand (RH) side MD and UD doors in accordance with the instructions of each Airbus SB as specified in Appendix 1 of this AD. (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance time as specified in those instructions, accomplish the repair accordingly, including all repetitive maintenance tasks derived from the repair design, as applicable. If no compliance time is defined in the repair instructions, accomplish the repair before next flight. (3) Inspections of the upper outer skin area of a MD or UD door, accomplished before 05 December 2014 [the effective date of the original issue of this AD] in accordance with A380 NTM task 52-11-01-270-801 or task 52-18-02-270-801, as applicable, are acceptable to comply with the initial SDI as required by paragraph (1) of this AD for that door (position). The next inspection can be deferred to within 440 FC after that inspection, or before exceeding the threshold defined in Appendix 1 of this AD, as applicable to the door position, whichever occurs later. Thereafter, repetitive inspections must be accomplished, as required by paragraph (1) of this AD, in accordance with the instructions of the applicable SB as specified in Appendix 1 of this AD. (4) Modification of a passenger door on an aeroplane by reinforcement in accordance with the instructions of an SB specified in Appendix 2 of this AD, as applicable to the relevant door (position), constitutes terminating action for the repetitive inspections required by this AD for that passenger door (position) on that aeroplane.
Ref. Publications:	<p>Inspection SB: as identified in Appendix 1 of this AD.</p> <p>(Optional) Modification SB: as identified in Appendix 2 of this AD.</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. 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), Telephone : +33 562 110 253 ; Fax: +33 562 110 307 E-mail: account.airworth-A380@airbus.com.

Appendix 1 – Inspection SB and related Threshold

Door / position (LH / RH)	Aeroplanes excluded that are post-mod:	Airbus Inspection SB, all Initial issue, dated 20 November 2014	Compliance Time (since aeroplane first flight)
MD1 LH	75117	SB A380-52-8140	4 322 FC
MD2 LH	75119	SB A380-52-8142	5 135 FC
MD3 LH	75121	SB A380-52-8144	7 268 FC
MD4 LH	75123	SB A380-52-8146	4 892 FC
MD5 LH	75125	SB A380-52-8148	6 887 FC
UD1 LH	75448	SB A380-52-8134	4 892 FC
UD2 LH	75450	SB A380-52-8136	13 000 FC
UD3 LH	75452	SB A380-52-8138	5 254 FC
MD1 RH	75116	SB A380-52-8139	4 322 FC
MD2 RH	75118	SB A380-52-8141	5 135 FC
MD3 RH	75120	SB A380-52-8143	7 268 FC
MD4 RH	75122	SB A380-52-8145	4 892 FC
MD5 RH	75124	SB A380-52-8147	6 887 FC
UD1 RH	75447	SB A380-52-8133	4 892 FC
UD2 RH	75449	SB A380-52-8135	13 000 FC
UD3 RH	75451	SB A380-52-8137	5 254 FC

Appendix 2 – Optional Terminating Action

Door / position (LH / RH)	Airbus Modification SB
MD1 LH	SB A380-52-8086 Initial issue, dated 10 October 2014
MD2 LH	SB A380-52-8088 Initial issue, dated 17 October 2014
MD3 LH	SB A380-52-8090 Initial issue, dated 28 October 2014
MD4 LH	SB A380-52-8092 Initial issue, dated 17 October 2014
MD5 LH	SB A380-52-8094 Initial issue, dated 22 October 2014
UD1 LH	SB A380-52-8080 Initial issue, dated 02 October 2014
UD2 LH	SB A380-52-8082 Initial issue, dated 02 October 2014
UD3 LH	SB A380-52-8084 Initial issue, dated 02 October 2014
MD1 RH	SB A380-52-8085 Initial issue, dated 10 October 2014
MD2 RH	SB A380-52-8087 Initial issue, dated 15 October 2014
MD3 RH	SB A380-52-8089 Initial issue, dated 24 October 2014
MD4 RH	SB A380-52-8091 Initial issue, dated 23 October 2014
MD5 RH	SB A380-52-8093 Initial issue, dated 22 October 2014
UD1 RH	SB A380-52-8079 Initial issue, dated 02 October 2014
UD2 RH	SB A380-52-8081 Initial issue, dated 02 October 2014
UD3 RH	SB A380-52-8083 Initial issue, dated 02 October 2014