



Airworthiness Directive

AD No.: 2019-0229R1

Issued: 18 September 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A380 aeroplanes

Effective Date: 26 September 2019 (same as original issue)

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2019-0229 dated 12 September 2019.

ATA 78 – Exhaust – Thrust Reverser Cascades and Aft Frame Attachment – Inspection / Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A380-861 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

TR affected by inspection: GP7200 left half thrust reversers (TR), having Part Number (P/N) L78DR130000400, P/N L78DR130000500, or P/N L78DR130000600, and right half TR, having P/N L78DR230000400, P/N L78DR230000500, or P/N L78DR230000600; and having a serial number (s/n) as identified in SAFRAN Nacelles Service Bulletin (SB) L70DR78-057.

TR affected by modification: GP7200 left half TR, having P/N L78DR130000400, P/N L78DR130000500, or P/N L78DR130000600, and right half TR, having P/N L78DR230000400, P/N L78DR230000500, or P/N L78DR230000600; and having an s/n as identified in SAFRAN Nacelles SB L70DR78-054.



The inspection SB: Airbus SB A380-78-8014, which includes reference to SAFRAN Nacelles SB L70DR78-057.

The modification SB: Airbus SB A380-78-8015, which includes reference to SAFRAN Nacelles SB L70DR78-054.

Reason:

An occurrence was reported where, after the aeroplane arrived at the gate, damage was found on a right-hand (RH) side trans-cowl of the # 3 engine. A blank-off TR cascade was found dropped to the trans-cowl which interfered with the secondary slider fitting. Subsequent investigations revealed that a possible fracture of the aft frame axis and of the blank-off cascade components at the junction with the aft frame, may have led to release of material, causing jamming of and damage to the translating cowl outer panel. A low torque value of the screws fastening blank-off TR cascade to the aft frame may also have been a factor in this event, leading to failure.

This condition, if not detected and corrected, could lead to part failure and subsequent detachment of an affected part from the aeroplane, possibly resulting in a runway hazard for other aeroplanes.

To address this unsafe condition, Airbus issued the inspection SB to provide instructions for detailed inspection (DET) of the affected TR and aft frame attachment of the engine nacelle. Airbus also issued the modification SB to provide instructions for modification of the affected TR and the blank-off / aft frame junction of left-hand (LH) and RH engine nacelles.

For the reasons described above, EASA issued AD 2019-0229 to require a one-time DET of the 6 o'clock and 12 o'clock aft frame axis of the affected TR and, depending on findings, accomplishment of applicable corrective action(s). That AD also required modification of the affected TR and the blank-off / aft frame junction of LH and RH engine nacelles.

Since that AD was issued, it was determined that the sequence and the compliance times of paragraphs (1) and (3) of the AD were not as intended (inspection not to be done before the modification). Consequently, this AD is revised to amend those compliance times.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 40 months after the effective date of this AD, but not before the modification as required by paragraph (3) of this AD, accomplish a DET of each TR affected by inspection, as defined in this AD, in accordance with the instructions of the inspection SB.

Corrective Action:

- (2) If, during the DET as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the inspection SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.



Modification:

- (3) Within 40 months after the effective date of this AD, modify each TR affected by modification, as defined in this AD, and the blank-off / aft frame junction of LH and RH engine nacelles, in accordance with the instructions of the modification SB.

Part(s) Installation:

- (4) After expiry of the compliance time of paragraph (1) of this AD, do not install on any aeroplane a TR affected by inspection, as defined in this AD, unless, prior to installation, the TR passed a DET (no discrepancy detected) or, depending on findings, was corrected in accordance with the instructions of the inspection SB.
- (5) After expiry of the compliance time of paragraph (3) of this AD, do not install on any aeroplane a TR affected by modification, as defined in this AD.

Ref. Publications:

Airbus SB A380-78-8014 original issue dated 30 April 2019.

Airbus SB A380-78-8015 original issue dated 30 April 2019.

SAFRAN Nacelles SB L70DR78-054 original issue dated 22 February 2019.

SAFRAN Nacelles SB L70DR78-057 original issue dated 29 April 2019.

The use of later approved revisions of the above-mentioned 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 02 August 2019 as PAD 19-152 for consultation until 30 August 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

