European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2020-0286

Issued: 18 December 2020

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: 01 January 2021

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2020-0162 dated 21 July 2020.

ATA 36 – Pneumatic – Pylon / Wing Interface Bleed Duct and Fuel Pipe – Inspection

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Manufacturer(s):
Airbus

Applicability:
Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

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

Affected area: Bleed duct and fuel pipe on each pylon/wing interface.

The AOT: Airbus Alert Operators Transmission (AOT) A36R003-20.

Reason:
Operators of A380 aeroplanes have reported some occurrences of bleed duct dropped due to the bottom welded bracket detachment. This bracket failure could lead to contact between the bleed duct and the fuel pipe located below the bleed duct. Root cause investigation is ongoing on why the bracket weld has failed.

This condition, if not detected and corrected, could, in case of a fuel leak in combination with an air bleed leak, create a source of ignition, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus issued the AOT, providing inspection instructions. Consequently, EASA issued AD 2020-0162 to require a one-time inspection of the affected area and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus issued Revision 01 of the AOT, introducing repetitive inspections and an alternative inspection method.

For the reasons described above, this AD retains the requirements of EASA AD 2020-0162, which is superseded, and requires repetitive inspections of the affected area and, depending on findings, accomplishment of applicable corrective action(s).

This AD is still considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Repetitive Inspection(s):

(1) Within 50 flight cycles (FC) or 400 flight hours (FH), whichever occurs first after 04 August 2020 [the effective date of EASA AD 2020-0162] and, thereafter, at intervals not to exceed 50 FC or 400 FH, whichever occurs first, inspect the affected area in accordance with the instructions of the AOT.

Corrective Action(s):

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

Reporting:

(3) Within 30 days after each inspection as required by paragraph (1) of this AD, report the results (including no findings) to Airbus.

Ref. Publications:

Airbus AOT A36R003-20 original issue dated 20 July 2020, or Revision 01 dated 24 November 2020.

The use of later approved revisions of the above-mentioned document 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. 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 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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.