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| EASA | NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE | |
|  | PAD No.: 14-145 | |
| | Date: 10 October 2014 | |
| <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p> | | |
| Design Approval Holder's Name: | | Type/Model designation(s): |
| AIRBUS | | A380 aeroplanes |
| TCDS Number: | EASA.A.110 | |
| Foreign AD: | Not applicable | |
| Supersedure: | None | |
| ATA 54 | Nacelles / Pylons – Pylon Fuel Drain Line Connection – Modification | |
| Manufacturer(s): | Airbus | |
| Applicability: | Airbus A380-861 aeroplanes, all manufacturer serial numbers | |
| Reason: | <p>A fuel leak was reported which originated from a fuel feed line connection at the interface between wing and pylon. Furthermore, traces of leaked fuel were observed on the nacelle and degraded sealant detected in pylon zone A. The subsequent investigation identified two possible root causes which may lead to fuel migration into pylon zone A:</p> <ul style="list-style-type: none"> • GP7200 engine core zone pressure (where the drip pan is located) is significantly higher than pylon zone A pressure or • GP7200 engine drainage is not capable to drain high fuel leak from double walled junction. <p>This condition, if not corrected, could lead to fuel leak into zone with hot surface temperature (zone adjacent to the bleed air pre-cooler compartment), possibly resulting in an uncontained fire.</p> <p>To address this unsafe condition, Airbus developed production modifications 74859 and 75562, and issued Service Bulletin (SB) A380-71-8011 and SB A380-54-8043 available for in-service aeroplanes, to modify the drain system architecture of the engine pylon.</p> <p>For the reasons described above, this AD requires modification of the aeroplane by removal of the drip pan drain pipe from the engine pylon drain hose and, installation of a restrictor on the pylon fuel junction drain.</p> | |

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| Effective Date: | [TBD: 14 days after final AD issue date] |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 6 months, after the effective date of this AD, modify each engine pylon by accomplishment of the following actions: <ol style="list-style-type: none"> (1.1) Remove the pylon drip pan drain pipe and install a blanking insert cap on the elbow fitted on the forward pylon drain pipe in accordance with the instructions of Airbus SB A380-71-8011, and (1.2) Install a restrictor in the drain line of the double walled fuel junction in accordance with the instructions of Airbus SB A380-54-8043. (2) Aeroplanes, on which Airbus modifications 74859 and 75562 have been embodied in production, are not affected by the requirement of paragraph (1) of this AD. (3) After modification of a pylon, as required by paragraph (1) of this AD, or for aeroplanes on which Airbus modifications 74859 and 75562 have been embodied in production, from the effective date of this AD, as applicable, do not install on a pylon a drip pan drain pipe with part number 2282M11P01. |
| Ref. Publications: | <p>Airbus SB A380-54-8043 original issue, dated 22 September 2014.</p> <p>Airbus SB A380-71-8011 original issue, dated 15 September 2014.</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. This Proposed AD will be closed for consultation on 07 November 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), E-mail: account.airworth-A380@airbus.com. |