Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-110

Issued: 09 August 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

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 date indicated.

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A380 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Fuel Pumps / Outboard Collector Cell Jet Pump – Functional Check / Inspection

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Manufacturer(s):
Airbus

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

Reason:
Occurrences were reported where, during tank entry, the glue joint of the outboard collector cell jet pump (between the jet pump body and the outlet pipe) was found to have failed and the two sections of the jet pump were no longer mechanically linked. Investigation results indicated that this failure was due to improper preparation of the bonding surfaces, resulting in a decreased strength of the joint. The review also identified the batch of jet pumps affected by this manufacturing deficiency.

This condition, if not detected and corrected, could create, in case of lightning strike, an ignition source inside the fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane.

To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A28R005-17 to provide a test procedure to verify the integrity of the collector cell jet pumps.

For the reasons described above, this AD requires a one-time functional check of the affected outboard collector cell jet pumps and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Note 1: Outboard collector cell jet pumps, having Part Number (P/N) 38-0008, and manufactured before week 33 of 2015, are hereafter referred to as 'affected pump' in this AD. The first four digits of the affected pump serial number (s/n) indicates the date of manufacture: e.g. s/n 3215XXXX was manufactured during week 32 in 2015. For the purpose of this AD, any other P/N and s/n outboard collector cell jet pump is a serviceable part.

Note 2: Group 1 aeroplanes are those that have an affected pump (see Note 1 of this AD) installed. Group 2 aeroplanes are those that do not have an affected pump installed.

Inspection(s):

(1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, accomplish a functional check of each affected pump (see Note 1 of this AD) in accordance with the instructions of Airbus AOT A28R005-17.

Corrective Action(s):

(2) If, during the functional check as required by paragraph (1) of this AD, any discrepancy is detected, within 3 months after the functional check, accomplish a detailed inspection (DET) of the affected pump in accordance with the instructions of Airbus AOT A28R005-17.

(3) If, during the DET as required by paragraph (2) of this AD, no discrepancy is detected, before next flight, contact Airbus to report findings detected during the functional check, as required by paragraph (1) of this AD, and obtain further approved instructions and, within the compliance time stated therein, accomplish those instructions accordingly.

(4) If, during the DET as required by paragraph (2) of this AD, an affected pump is found detached but no damage of the surrounding tank structure is detected, before next flight, replace the detached affected pump with a serviceable part in accordance with the instructions of Airbus AOT A28R005-17.

(5) If, during the DET as required by paragraph (2) of this AD, an affected pump is found detached and damage of the surrounding tank structure is detected, before next flight, contact Airbus for approved corrective action instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Part installation:

(6) Do not install on any aeroplane an affected pump (see Note 1 of this AD), as required by paragraph (6.1) or (6.2) of this AD, as applicable.

(6.1) For Group 1 aeroplanes (see Note 2 of this AD): After accomplishment of the applicable (depending on findings) corrective action(s), as required by this AD.

(6.2) For Group 2 aeroplanes (see Note 2 of this AD): From the effective date of this AD.

Reporting:

(7) Within 30 days after accomplishment of a DET as required by paragraph (2) of this AD, report the inspection results (including no findings) to Airbus in accordance with the instructions of Airbus AOT A28R005-17.

Ref. Publications:

Airbus AOT A28R005-17 original issue dated 01 June 2017.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 06 September 2017.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

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