

Airworthiness Directive

AD No.: 2019-0205

Issued: 20 August 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: 01 September 2019

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 36 – Pneumatic – Engine Bleed Air System Certification Maintenance Requirements Task – Amendment

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:

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

The AOT: Airbus Alert Operators Transmission (AOT) A36R002-19.

The ALS: Airbus A380 Airworthiness Limitations Section (ALS) Part 3 Revision 06.

Reason:

Prompted by analysis, it was identified that the interval of Certification Maintenance Requirements (CMR) task 361100-00001-1-C, as currently published in the ALS, needs to be amended and reduced from 12 500 flight hours (FH) to 9 000 FH.

Failure to comply with these CMR instructions could possibly result in a bleed duct overpressure or burst.

To address this unsafe condition, Airbus issued the AOT to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the sense line of each pressure sensor of the engine bleed air system, repetitive functional tests of each sensor and repetitive inspections of the associated and adjacent Core Processing Input / Output Module wiring, up to the sensor electrical connectors, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Repetitive Inspections / Functional Tests:

- (1) Within the compliance time as defined in Table 1 of this AD and, thereafter, at intervals not to exceed 9 000 FH, accomplish sub-tasks A, B, C and D as specified in section 4.2.2 of the AOT, concurrently and in sequence, in accordance with the instructions of the AOT.

Table 1 – Initial Inspection / Functional Test

Compliance Time (whichever occurs later, A or B)	
A	For aeroplanes that have embodied modification (mod) 77078 in production: Before exceeding 9 000 FH since aeroplane date of manufacture.
	For pre-mod 77078 aeroplanes: Within 9 000 FH after modification of the aeroplane in accordance with the instructions of Airbus SB A380-36-8037 or SB A380-36-8038 [as required by EASA AD 2017-0135], as applicable.
B	Within 4 months after the effective date of this AD.

- (2) If, during any inspection or functional test as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.

Affected CMR Task:

- (3) Following accomplishment of the sub-tasks A, B, C and D as specified in section 4.2.2 of the AOT, as required by paragraph (1) of this AD, CMR task 361100-00001-1-C, as in the current ALS Part 3 at Revision 06, is no longer required.

Terminating Action:

- (4) None.

Ref. Publications:

Airbus AOT A36R002-19 original issue dated 26 June 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. This AD was posted on 26 July 2019 as PAD 19-146 for consultation until 09 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 PAD.
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), E-mail: account.airworth-A380@airbus.com.

