

Airworthiness Directive

AD No.: 2020-0032

Issued: 18 February 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: 03 March 2020

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Passenger Door Triple Reed Contact Switches – Inspection
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:

The SB: Airbus Service Bulletin (SB) A380-52-8227.

Affected part: Triple reed contact switches (TRCS), having Part Number (P/N) 1940420026, installed on each passenger door.

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.

Reason:

The TRCS monitors the movement of the inner handle of each door. Following outside push button redesign to solve a water ingress issue, Airbus investigated and identified that corrosion might develop on the TRCS interface connection. Results of further investigation have shown that the

cause of corrosion may be a lack of sufficient protection of the housing and the material used for the connector shell.

This condition, if not detected and corrected, could lead to failure of the door to perform its intended function, possibly resulting in reduced evacuation capacity from the aeroplane during an emergency and consequent injury to occupants.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions for the affected parts.

For the reasons described above, this AD requires repetitive inspections (wake-up tests) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of wake-up test failures.

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

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within the compliance times specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 2 000 flight hours (FH), inspect (wake-up test) each affected part in accordance with the instructions of the SB.

Table 1 – Initial Inspection (wake-up test) of the affected part

Compliance Times (whichever occurs later, A or B)	
A	Before exceeding 26 000 FH since aeroplane date of manufacture, or since first installation of the affected part on an aeroplane, whichever occurs first
B	Within 2 000 FH after the effective date of this AD

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, an affected part fails the wake-up test, before next flight, accomplish the applicable corrective action(s) for that affected part in accordance with the instructions of the SB.

Terminating Action(s):

- (3) None.

Reporting:

- (4) If, during any inspection as required by paragraph (1) of this AD, an affected part fails the wake-up test, within 30 days after that inspection, report the inspection results to Airbus. This can be accomplished in accordance with the instructions of the SB.



Ref. Publications:

Airbus SB A380-52-8227 original issue dated 16 December 2019.

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. This AD was posted on 20 December 2019 as PAD 19-220 for consultation until 17 January 2020, and re-published on 31 January 2020 as PAD 19-220R1 for additional consultation until 14 February 2020. 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 – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

