



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-064**

**Issued: 20 April 2020**

Note: This Proposed Airworthiness Directive (PAD) 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.

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 25 – Equipment / Furnishings – Light Cover / Oxygen Container Gap Seal – Modification

**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 part:** Gap seals between light covers and passenger service unit (PSU) oxygen container lids, all main deck lateral positions on left-hand and right-hand sides.

**The AOT:** Airbus Alert Operators Transmission (AOT) A25R018-19.

**Reason:**

Occurrences have been reported of finding displaced gap seals between PSU panels for oxygen containers and light covers. If a seal deviates from its defined installation position, it may lie below the edge of the oxygen container lids and the PSU panels.



This condition, if not corrected, could lead to failure of oxygen container lids to open completely, thereby reducing the number of functional oxygen masks on the main deck, possibly resulting in injury to aeroplane occupants following a depressurization event.

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

For the reasons described above, this AD requires modification of the affected parts by cutting off 7 mm of width of the seals.

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

Required as indicated, unless accomplished previously:

#### **Modification:**

Within 2 000 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify each affected part in accordance with the instructions of the AOT.

#### **Ref. Publications:**

Airbus AOT A25R018-19 original issue dated 11 March 2020.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 04 May 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

