



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-075

Issued: 07 May 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: 07 days after AD issue date]

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2018-0100 dated 25 April 2018.

ATA 36 – Pneumatic – Overheat Detection System / Insulation Mufflers – Modification / Replacement

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 applicable SB: Airbus Service Bulletin (SB) A380-36-8022 and SB A380-36-8030 (at any revision), and SB A380-36-8026 at Revision 02, as applicable, depending on location of affected part(s).

Affected part: Bleed air insulation mufflers and sleeves, installed in the wings/pylons (inner-inner and inner-outer fixed leading edges) and on certain pneumatic tubing located in the nose and centre fuselage, having a Part Number (P/N) identified as "Old" in the applicable SB.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane that has Airbus modification (mod)



74820, mod 75111 and mod 75112 embodied in production is a Group 2 aeroplane, provided the aeroplane remains in that configuration.

Reason:

During an inspection of the A380 overheat detection system, incorrect installation of insulation mufflers was found, causing interference between the insulation muffler and the overheat detection system's sensing elements. In addition, cases of incorrect orientation of venting holes were detected.

This condition, if not detected and corrected, could lead to increased thermal load on surrounding structural elements, possibly reducing the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus developed production mod 75111 and 75112, and mod 74820, respectively introducing improved bleed air insulation mufflers for the wings (pylons, inner-inner and inner-outer fixed leading edges) and for pneumatic tubing located in the nose and central fuselage, and published the applicable SB accordingly, to provide modification instructions for in-service aeroplanes.

Consequently, EASA issued AD 2018-0100 to require modification of the bleed air overheat detection system, replacing the affected parts with improved bleed air insulation mufflers and sleeves. That AD also prohibited the (re-)installation of affected parts.

Since that AD was issued, it was determined that, for aeroplanes already modified by Airbus SB A380-36-8026 at original issue or Revision 01, additional work is necessary to achieve the full intent of the modification.

For the reason described above, this AD retains the requirements of EASA AD 2018-0100, which is superseded, introduces additional work for certain aeroplanes and extends the compliance time.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Within 6 months after the effective date of this AD, modify the aeroplane by replacing each affected part in accordance with the instructions of the applicable SB.

Additional Work:

- (2) For aeroplanes that have been modified, before the effective date of this AD, in accordance with the instructions of Airbus SB A380-36-8026 at original issue or Revision 01, within 6 months after the effective date of this AD, accomplish the actions defined as 'additional work' in, and in accordance with the instructions of, Airbus SB A380-36-8026 Revision 02.

Parts Installation:

- (3) Do not install an affected part on an aeroplane, as required by paragraph (3.1) or (3.2) of this AD, as applicable.



(3.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(3.2) For Group 2 aeroplanes: From 01 June 2018 [the effective date of EASA AD 2018-0100].

Ref. Publications:

Airbus SB A380-36-8022 original issue dated 31 May 2017, or Revision 01 dated 18 October 2018.

Airbus SB A380-36-8030 Revision 01 dated 31 May 2017, or Revision 02 dated 20 October 2017, or Revision 03 dated 03 September 2018.

Airbus SB A380-36-8026 original issue dated 05 January 2018, or Revision 01 dated 22 May 2019 and Revision 02 dated 06 April 2020.

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

Remarks:

1. This Proposed AD will be closed for consultation on 21 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.
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.

