



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 21-024**

**Issued: 17 February 2021**

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 54 – Nacelles / Pylons – Aft Pylon Fairing Rear Drain Pipes Sealing – Modification

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841 and A380-842 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 78035, mod 78036, mod 78037 and mod 78038 have been embodied in production; and A380-861 aeroplanes, all MSN.

**Definitions:**

For the purpose of this AD, the following definitions apply:

**The applicable modification SB:** Airbus Service Bulletins (SB) as listed in Table 1 of this AD, as applicable to aeroplane model and engine pylon position (#).

**Reason:**

During verification testing of a Rolls-Royce pylon drain re-routing modification on an A380, fluid flowed inside the aft pylon fairing (APF). Subsequent investigation determined that sealant on the



aft area of the APF was missing around the drain pipes, which had caused the fluid leakage. It was determined that A380 Engine Alliance GP7200 engine pylons are also affected.

This condition, if not corrected, could lead to leaking fluid contacting the hot part inside the APF, possibly resulting in an on-ground fire ignition with consequent damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the applicable modification SB to provide instructions to apply the sealing of each engine pylon position (#).

For the reasons described above, this AD requires a sealant modification of each engine APF.

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

Required as indicated, unless accomplished previously:

#### **Modification:**

Within 5 000 flight hours after the effective date of this AD, apply sealing around the rear drain pipes of each engine APF in accordance with the instructions of the applicable modification SB.

Table 1 – Applicable Modification SB

<b>Aeroplane Model(s)</b>	<b>Engine Pylon Position (#)</b>	<b>Applicable Modification SB</b>
A380-861	# 1	A380-54-8074
	# 2	A380-54-8075
	# 3	A380-54-8076
	# 4	A380-54-8077
A380-841 and A380-842	# 1	A380-54-8078
	# 2	A380-54-8079
	# 3	A380-54-8080
	# 4	A380-54-8081

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

Airbus SB A380-54-8074 original issue dated 04 April 2019.

Airbus SB A380-54-8075 original issue dated 04 April 2019.

Airbus SB A380-54-8076 original issue dated 04 April 2019.

Airbus SB A380-54-8077 original issue dated 04 April 2019.

Airbus SB A380-54-8078 original issue dated 04 April 2019.

Airbus SB A380-54-8079 original issue dated 04 April 2019.



Airbus SB A380-54-8080 original issue dated 04 April 2019.

Airbus SB A380-54-8081 original issue dated 04 April 2019.

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 17 March 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - EIANA (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).

