



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-171

Issued: 23 November 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: This AD supersedes EASA AD 2020-0286 dated 18 December 2020.

ATA 36 – Pneumatic – Pylon / Wing Interface Bleed Duct and Fuel Pipe – 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:

Affected area: Bleed duct and fuel pipe on each pylon/wing interface.

The AOT: Airbus Alert Operators Transmission (AOT) A36R003-20.

The SB: Airbus Service Bulletin (SB) A380-36-8086.

The applicable modification SB: Airbus SB A380-28-8074, SB A380-28-8075, SB A380-28-8076, SB A380-28-8077, SB A380-28-8078, SB A380-28-8079, SB A380-28-8080 and SB A380-28-8081, as applicable to engine installation (Rolls-Royce or Engine Alliance) and pylon.



Reason:

Occurrences were reported of bleed duct detachment due to failure of the bottom welded bracket. This bracket failure could lead to contact between the bleed duct and the fuel pipe located below the bleed duct.

This condition, if not detected and corrected, could, in case of a fuel leak in combination with an air bleed leak, create a source of ignition, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus initially issued the AOT (later revised), providing inspection instructions. Consequently, EASA issued AD 2020-0162 to require a one-time inspection of the affected area and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, Airbus issued Revision 01 of the AOT, introducing repetitive inspections and an alternative inspection method and EASA issued AD 2020-0286, retaining the requirements of EASA AD 2020-0162, which was superseded, to require repetitive inspections of the affected area and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus issued the SB, as defined in this AD, for the repetitive inspection and also developed an interim modification and issued the applicable modification SB accordingly, providing modification instructions.

For the reason described above, this AD retains the requirements of EASA AD 2020-0286, which is superseded, and requires an interim modification of the bleed duct and fuel pipe on each pylon/wing interface. This AD also specifies that, following modification, the inspection intervals can be extended.

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

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

Required as indicated, unless accomplished previously:

Repetitive Inspection(s):

- (1) Within 50 flight cycles (FC) or 400 flight hours (FH), whichever occurs first after 04 August 2020 [the effective date of EASA AD 2020-0162] and, thereafter, at intervals not to exceed 50 FC or 400 FH, whichever occurs first, inspect the affected area in accordance with the instructions of the SB.
- (2) Within 600 FC or 4 400 FH, whichever occurs first after modification of an aeroplane in accordance with the instructions of the applicable modification SB and, thereafter, at intervals not to exceed 600 FC or 4 400 FH, whichever occurs first, inspect the affected area in accordance with the instructions of the SB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is identified, as specified in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.



Interim Modification:

- (4) For an aeroplane on which at least an inspection has been accomplished and, depending on findings, corrected, as required by paragraph (1) and (3) of this AD, as applicable: Within 300 FC or 2 400 FH, whichever occurs first after the effective date of this AD, modify the bleed duct and fuel pipe on each pylon/wing interface in accordance with the instructions of the applicable modification SB.

Credit:

- (5) Inspections and corrective actions on an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of the AOT, are acceptable to comply with the initial requirements of paragraphs (1) and (3) of this AD for that aeroplane.
- (6) Modification on an aeroplane of the bleed duct and fuel pipe on each pylon/wing interface, accomplished before the effective date of this AD in accordance with the instructions of certain Airbus RDAF (Repair Design Approval Form) as identified in Table 1 of this AD, as applicable, is an acceptable method to comply with the requirements of paragraph (4) of this AD for that aeroplane.

Table 1 – Airbus RDAF

80885156/005/2021	80885156/009/2021	80885156/012/2021	80894228/005/2021
80885156/007/2021	80885156/010/2021	80885156/013/2021	80894228/006/2021
80885156/008/2021	80885156/011/2021	80894228/004/2021	80894228/007/2021

Terminating Action:

- (7) Modification of an aeroplane as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Reporting:

- (8) Within 30 days after each inspection as required by paragraph (1) and (2) of this AD, report the results (including no findings) to Airbus.

Ref. Publications:

Airbus AOT A36R003-20 original issue dated 20 July 2020, or Revision 01 dated 24 November 2020.

Airbus SB A380-36-8086 original issue dated 17 September 2021.

Airbus SB A380-28-8074 original issue dated 30 April 2021.

Airbus SB A380-28-8075 original issue dated 30 April 2021.

Airbus SB A380-28-8076 original issue dated 30 April 2021.

Airbus SB A380-28-8077 original issue dated 30 April 2021.

Airbus SB A380-28-8078 original issue dated 30 April 2021.



Airbus SB A380-28-8079 original issue dated 30 April 2021.

Airbus SB A380-28-8080 original issue dated 30 April 2021.

Airbus SB A380-28-8081 original issue dated 30 April 2021.

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 07 December 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). 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 – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

