



## Airworthiness Directive

**AD No.:** 2022-0020

**Issued:** 31 January 2022

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:** 14 February 2022

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 54 – Nacelles / Pylons – Pylon Box Drainage Areas and Hydraulic Connections – Inspection

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**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841 and A380-842 aeroplanes, all manufacturer serial numbers listed in the Effectivity paragraph of Airbus Service Bulletin (SB) A380-29-8026 or SB A380-29-8035, except aeroplanes on which Airbus modification 74407 has been embodied in production.

**Definitions:**

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

**The SB:** Airbus SB A380-54-8102.

**Reason:**

Occurrences have been reported of clogged pylon drain systems on A380 aeroplanes fitted with Rolls-Royce Trent 900 engines, causing significant contamination of pylon box and engine core with hydraulic fluid. In each case, investigation results revealed that incorrect in-service installation of hydraulic mixed pipes in accordance with Airbus SB A380-29-8026 or Airbus SB A380-29-8035, combined with an incorrect torquing of the hydraulic B-nut connections, most likely caused the hydraulic fluid leakage and subsequent contamination.



This condition, if not detected and corrected, combined with high temperature at engine / pylon drain interface, could adversely affect the structural integrity of the engine pylons.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide inspection instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the hydraulic B-nut connections and a DET of the pylon box area between Rib 2 and Rib 14, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, accomplish a DET of the high pressure hydraulic connections at the upper spars of each pylon box and a DET of the internal structure of each pylon box in accordance with the instructions of the SB.

Table 1 – DET Threshold

Compliance Time (whichever occurs later, A or B)	
<b>A</b>	Within 2 200 flight cycles (FC), but not before accumulating 100 FC, after the date of accomplishment of Airbus SB A380-29-8026 or SB A380-29-8035, as applicable
<b>B</b>	Within 800 FC after the effective date of this AD, but not exceeding 3 000 FC after the date of accomplishment of Airbus SB A380-29-8026 or SB A380-29-8035, as applicable

#### Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, any deficiencies (as identified in the SB) are found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

#### Ref. Publications:

Airbus SB A380-54-8102 original issue dated 14 December 2021.

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 21 December 2021 as PAD 21-184 for consultation until 18 January 2022. The Comment Response Documents 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 Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
5. For any question concerning the technical content of the requirements in this AD, 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).

