



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-133R1

Issued: 17 November 2022

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 S.A.S.

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 2020-0032 dated 18 February 2020.

ATA 52 – Doors – Slide Management System Triple Reed Contact Switch – Replacement

Manufacturer(s):

Airbus S.A.S.

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 SB: Airbus Service Bulletin (SB) A380-52-8229.

Affected part: Diehl Aerospace GmbH triple reed contact switches (TRCS), having Part Number (P/N) 1940420026.

Serviceable part: Diehl Aerospace GmbH TRCS, having P/N 800703E01010000 (D2439).

Aeroplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.



Reason:

Occurrences have been reported of finding corrosion on the TRCS interface connection within the A380 doors and slides management system.

This condition, if not detected and corrected, could lead to failure of the door to perform its intended function, possibly resulting in reduced evacuation capacity from the aeroplane during an emergency and consequent injury to occupants.

To address this potential unsafe condition, Airbus published SB A380-52-8227 and EASA issued AD 2020-0032 to require repetitive inspections of the affected part.

Since that AD was issued, Diehl Aerospace GmbH developed a new TRCS, the housing, connector and the physical interface of which are made of passivated steel, instead of aluminium, ensuring the reliability of the doors and slides management system. Airbus issued the SB, as defined in this AD, to provide instructions to replace affected parts with serviceable parts.

For the reasons described above, this AD retains the requirements of EASA AD 2020-0032, which is superseded, and requires removal from service of each affected part, which constitutes terminating action for the repetitive inspections. This AD also prohibits (re)installation of affected parts on any aeroplane.

This PAD is revised to include the requirements of EASA AD 2020-0032.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within the compliance times specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 2 000 flight hours (FH), inspect (wake-up test) each affected part in accordance with the instructions of Airbus SB A380-52-8227.

Table 1 – Initial Inspection (Wake-up Test) of the Affected Part

Compliance Times (whichever occurs later, A or B)	
A	Before exceeding 26 000 FH since aeroplane date of manufacture, or since first installation of the affected part on an aeroplane, whichever occurs first
B	Within 2 000 FH after 03 March 2020 [the effective date of EASA AD 2020-0032]

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, an affected part fails the wake-up test, before next flight, accomplish the applicable corrective action(s) for that affected part in accordance with the instructions of Airbus SB A380-52-8227.



Reporting:

- (3) If, during any inspection as required by paragraph (1) of this AD, an affected part fails the wake-up test, within 30 days after that inspection, report the inspection results to Airbus. This can be accomplished in accordance with the instructions of Airbus SB A380-52-8227.

Replacement:

- (4) Within 46 months after the effective date of this AD, remove each affected part from service and replace it with a serviceable part, as defined in this AD, in accordance with the instructions of the SB.

Terminating Action:

- (5) 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.

Part(s) Installation:

- (6) After modification of an aeroplane as required by paragraph (4) of this AD, do not install (see Note 1 of this AD) an affected part on any aeroplane.

Note 1: Removal of an affected part from any location on an aeroplane and, during the same maintenance visit, reinstallation of that affected part at the same location on the same aeroplane, does not constitute 'install' as specified in paragraph (6) of this AD.

Ref. Publications:

Airbus SB A380-52-8227 original issue dated 16 December 2019.

Airbus SB A380-52-8229 original issue dated 09 August 2022.

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 01 December 2022.
2. The original issue of this PAD was posted on 13 October 2022 as PAD 22-133 for consultation until 10 November 2022. The Comment Response Document 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 PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 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.

5. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS - 1IANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

