EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0167 **Date: 11 August 2010** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A380 aeroplanes

TCDS Number :	EASA.A.110
Foreign AD :	Not applicable
Supersedure :	None

ATA 26, 54	**Fire Protection, Nacelles / Pylons – Wing Pylon Interface / Double-Wall Fuel Pipe Assembly – Inspection**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A380 aeroplanes, -841, -842, and -861 models, manufacturer serial numbers (MSN) : 0003, 0005, 0006, 0007, 0008, 0009, 0010, 0011, 0012, 0013, 0014, 0015, 0016, 0017, 0019, 0020, 0021, 0022, 0023, 0025, 0026, 0027, 0028, 0029, 0030, 0033, 0034, 0038, 0040, 0041, 0043, 0045 and 0051.
Reason:	One A380 aeroplane operator reported fuel seepage from the pylon at the Aft Pylon Fairing (APF) structure panel and exhaust location (hot surface). Investigations have determined that this fuel leak was due to misalignment of the upper coupling of the double-wall fuel pipe, resulting from incorrect installation of the ring retainer of the upper shroud sleeve. In flight, the leak path should not impinge exhaust area thanks to airflow around pylon and nacelle. However, on ground, such a fuel leak could lead to a fuel ignition and fire, which constitutes an unsafe condition. For the above mentioned reasons, this AD requires a one time inspection of the fuel double-wall assembly for correct installation and the accomplishment of the associated corrective actions, as necessary.
Effective Date:	25 August 2010

Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously : (1) Before the accumulation of 250 total Flight Cycles (FC) since the aeroplane first flight, or within 90 days after the effective date of this AD, whichever occurs later, inspect the fuel double-wall assembly of each pylon for correct installation, in accordance with the instructions of Airbus All Operator Telex (AOT) A380-28A8022. (2) In case of discrepancies found during the inspections required by paragraph (1) of this AD, before next flight, perform the associated corrective actions in accordance with the instructions of Airbus AOT A380-28A8022.
Ref. Publications:	Airbus All Operator Telex A380-28A8022 at original issue. The use of later approved revisions of this 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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EANA (Airworthiness Office), E-mail: account.airworth-A380@airbus.com or Nicolas.Cordeau@airbus.com ; Phone +33 562110253 ; Fax :+33 562110307, or E-mail: Sandra.cuiec@airbus.com ; Phone +33 561931844 .