| EASA | AIRWORTHINESS DIRECTIVE |
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| | **AD No.: 2011-0058R1**<br><br>**Date: 05 May 2011**<br><br>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 AD applies, except in accordance with the requirements of that AD 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) :** |
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| AIRBUS | A380 aeroplanes |

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| TCDS Number: | EASA.A.110 |
| Foreign AD: | Not applicable |
| Revision: | This AD revises EASA AD 2011-0058 dated 25 March 2011. |
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| **ATA 36** | **Pneumatic – Pylon Bleed Duct – Inspection / Replacement** |
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| Manufacturer(s): | Airbus |
| Applicability: | Airbus A380 aeroplanes, -841, -842, and -861 models, all manufacturer serial numbers. |
| Reason: | An in-service A380 aeroplane experienced an in-flight turn back further to a malfunction of Engine #4 Bleed System components at takeoff. Further to the event, the pylon cover panel and the bleed overpressure valve, still attached to its upstream elbow duct, were recovered from the runway.<br><br>The investigation revealed that this bleed air system event is linked to a combination of a high pressure valve failure blocked in open position and of a pressure relief valve pressure sensor drift.<br><br>This condition, if not detected and corrected, could lead to the in-flight loss of pylon panels and/or equipments, and consequent potential injuries to persons on ground.<br><br>The original issue of this AD required, as an interim measure, a repetitive review of the Post Flight Report (PFR) to ensure that the bleed pressure transducer has not failed, and if failed, the accomplishment of the associated corrective actions.<br><br>This AD is revised to remove the Trouble Shooting Manual (TSM) task list from the Appendix 1 of this AD. The TSM tasks to be performed are determined by the review of (and retrieved from) the PFR. |

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| Effective Date: | Revision 1: 19 May 2011<br>Original issue: 08 April 2011 |
| Required action(s) and Compliance Time(s): | Required as indicated, unless already accomplished:<br>(1) Before the accumulation of 75 Flight Hours (FH) after the 08 April 2011 [the effective date of the original issue of this AD], and thereafter at intervals not to exceed 100 FH for aeroplanes fitted with EA GP7200 engines and 750 FH for aeroplanes fitted with RR Trent 900 engines, review the PFR in accordance with the instructions of AOT A380-36A8014.<br>(2) If during the reviews required by paragraph (1) of this AD, the class 1 failure message "XDCR – BLEED PRESSURE SENSOR" associated with one or more of the Fault Codes listed in appendix 1 of this AD has been triggered, accomplish one of the following actions:<br>(2.1) Before next flight, perform each task including all associated corrective tasks, as applicable to each Fault Code triggered and displayed by the PFR,<br>or,<br>(2.2) Dispatch the aeroplane with one engine bleed system inoperative. This action is allowed within the provisions of Master Minimum Equipment List (MMEL) item 36-11-01A.<br>(3) Accomplishment of corrective actions as required by paragraph (2) of this AD does not constitute terminating action for the repetitive PFR review requirements of paragraph (1) of this AD. |
| Ref. Publications: | Airbus AOT A380-36A8014 at original issue dated 10 November 2010.<br>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD. |
| Remark: | 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.<br>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.<br>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.<br>4. For any question concerning the technical content of the requirements in this AD, please contact:<br>AIRBUS SAS - EANA (Airworthiness Office),<br>Phone: +33 562110253 ; Fax:+33 562 110 307.<br>E-mail: account.airworth-A380@airbus.com and Nicolas.Cordeau@airbus.com and Sandra.Cuiec@airbus.com. |

**Appendix 1:** List of Fault Codes (FCs) that are associated with the class 1 failure message “XDCR – BLEED PRESSURE SENSOR”:

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| 3611F3JH, | 3611F4EM, | 3611FF2J, | 3611FBJ7, |
| 3611F7AH, | 3611FF22, | 3611FBJ3, | 3611F7Z6, |
| 3611FB2H, | 3611FBHM, | 3611F4EQ, | 3611F4ER, |
| 3611FEUH, | 3611F4EL, | 3611F7Z7, | 3611FF26 and |
| 3611F3S2, | 3611F7Z3, | 3611FBHQ, | 3611FBHR. |
| 3611F730, | 3611FBHL, | 3611FF27, | |
| 3611FEM0, | 3611FF23, | 3611F7ZN, | |
| 3611FBA2, | 3611F7ZJ, | 3611F4F7, | |
| 611F7Z2, | 3611F4F3, | 3611FF2N, | |