Airworthiness Directive

AD No.: 2021-0280R1

Issued: 08 November 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A380 aeroplanes

Effective Date:	Revision 1: 08 November 2024 Original Issue: 31 December 2021
TCDS Number(s):	EASA.A.110
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2021-0280 dated 17 December 2021, which superseded EASA AD 2020-0286 dated 18 December 2020.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.

Interim mod: Modification (mod) in accordance with the instructions of 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 or SB A380-28-8081, as applicable to engine installation (Rolls-Royce or Engine Alliance) and pylon; or Airbus mod 78637, mod 78638, mod 78639 or mod 78640, as applicable; or an Airbus Repair Design Approval Form (RDAF) as specified in Table 1 of this AD.

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Groups: Group 1 aeroplanes are those in pre-interim mod configuration. Group 2 aeroplanes are those in post-interim mod configuration.

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 issued the AOT (at original issue), as defined in this AD, 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).

After that AD was issued, Airbus issued the SB, as defined in this AD, introducing the repetitive inspections. Airbus also developed the interim mod, as defined in this AD, and issued the applicable interim mod SBs to provide modification instructions, as applicable. Consequently, EASA issued AD 2021-0280, retaining the requirements of EASA AD 2020-0286, which was superseded, requiring in addition an interim mod of the bleed duct and fuel pipe on each pylon/wing interface. That AD also specifies that, following accomplishment of the interim mod (during production or in service), the inspection intervals can be extended.

Since that AD was issued, Airbus completed the root cause analysis for the failures of the bottom welded brackets, based on the reported (repetitive) inspection results. Therefore, continuation of the required systematic reporting of all inspection results (including the cases in which no discrepancies were found) is no longer considered relevant.

For the reason described above, this AD is revised to amend the reporting requirement, incorporating also some administrative amendments to meet the latest standard for EASA ADs.

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

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspection(s):

(1) For Group 1 aeroplanes: 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

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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) For Group 2 aeroplanes: Within the compliance time specified in Table 2 of this AD, 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.

Table 1 – Airbus RDAF

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

Table 2 - Threshold

Aeroplane Configuration	**Compliance Time**
Interim mod embodied in production	Before exceeding 600 FC or 4 400 FH, whichever occurs first since aeroplane first flight
Interim mod embodied in service	Within 600 FC or 4 400 FH, whichever occurs first, after modification of an aeroplane in accordance with the instructions of the modification SB or the Airbus RDAF

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 Group 1 aeroplanes: For an aeroplane that passed an inspection (no discrepancies found) in accordance with the instructions of the SB, or that, depending on findings, has been corrected, as required by respectively the paragraphs (1) and (3) of this AD: Within 300 FC or 2 400 FH, whichever occurs first after 31 December 2021 [the effective date of the original issue of this AD], modify the bleed duct and fuel pipe on each pylon/wing interface in accordance with the instructions of the interim mod. Following this modification, the aeroplane is considered to be a Group 2 aeroplane.

Credit:

(5) Inspections of and corrective actions on an aeroplane, accomplished before 31 December 2021 [the effective date of the original issue of this AD] in accordance with the instructions of the AOT, are acceptable to comply with the initial requirements of the paragraphs (1) and (3) of this AD, as applicable, for that aeroplane.

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Terminating Action:

(6) 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:

(7) For Group 1 and Group 2 aeroplanes: Within 30 days after each inspection as required by paragraph (1) or (2) of this AD, as applicable, in case of findings, report the results 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 23 November 2021 as PAD 21-171 for consultation until 07 December 2021. 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 AD 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 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

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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, or E-mail: account.airworth-A380@airbus.com.

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