



## Airworthiness Directive

**AD No.:** 2019-0002

**Issued:** 11 January 2019

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:** 25 January 2019

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2017-0183 dated 20 September 2017.

## ATA 54 – Nacelles / Pylons – Inboard and Outboard Pylon Drain System – Inspection

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### Manufacturer(s):

Airbus

### Applicability:

Airbus A380-841 and A380-842 aeroplanes, all manufacturer serial numbers, except those that have embodied Airbus modifications (mod) 77710, 77711, 77712 and 77713 in production.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A380-54-8073.

### Reason:

Flame and smoke were detected after engine shut down at the lower side of a pylon #1 in close vicinity of the engine nozzle exhaust. Subsequent investigation determined that the sealant of pylon zone A was damaged and the forward pylon drain line was confirmed clogged at the level of the engine to pylon interface within the engine area.

This condition, if not detected and corrected, in case of leakage from engine hydraulic line(s), could lead to accumulation of hydraulic fluid and damage to the seal of the pylon fuel double wall pipe, possibly resulting in fuel flow onto hot engine parts and an on ground fire with consequent damage to the aeroplane.



To address this potential unsafe condition, Airbus issued Alert Operators Transmission A54R008-17 providing instructions to inspect and check the pylons and engine drain systems. Consequently, EASA issued AD 2017-0183 to require a one-time detailed inspection (DET) and functional check of each pylon and the related engine drain system, and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus developed a new drain system which is expected to reduce the risk of pylon drain pipe clogging. Aeroplanes on which production mod 77710, 77711, 77712 and 77713 are embodied are therefore excluded from the Applicability of this AD. Pending availability of these modifications for in-service aeroplanes, Airbus issued the SB to provide instructions for a DET of the drain line (or flexible hose) of each engine.

For the reasons described above, this AD supersedes EASA AD 2017-0183 and requires a one-time DET of each engine drain system flexible hose, and, depending on findings, accomplishment of applicable corrective action(s).

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

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 2 months after the effective date of this AD, accomplish a DET of each engine drain system flexible hose in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during the DET as required by paragraph (1) of this AD, any trace of black residue is detected, before next flight, accomplish the applicable follow-up action(s) and corrective action(s) in accordance with the instructions of the SB.

#### **Ref. Publications:**

Airbus SB A380-54-8073 original issue dated 26 November 2018.

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 12 December 2018 as PAD 18-174 for consultation until 09 January 2019. No comments were received during the consultation period.
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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus – EIANA (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).

