EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0036 **[Correction: 11 March 2011]** **Date: 02 March 2011** 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:	This AD supersedes EASA AD 2010-0167 dated 11 August 2010.

ATA 26, 28, 54	**Fire Protection, Nacelles / Pylons – Wing Pylon Interface / Double-Wall Fuel Pipe Assembly – Inspection / Modification**
Manufacturer(s):	Airbus
Applicability:	Airbus A380 aeroplanes, -841, -842, and -861 models, all manufacturer serial numbers (MSN), except aeroplanes on which Airbus Modification (mod.) 70891 or 70892 has been embodied in production.
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. As short term action, EASA AD 2010-0167 required a one time inspection of the fuel double-wall assembly for correct installation and the accomplishment of the associated corrective actions, as necessary. Since EASA AD 2010-0167 issuance, Airbus introduced a new design which consists in replacing the ring retainer of the upper shroud sleeve and its associated washer by two half-rings with adjusted dimensions to avoid any disengagement from the groove. To prevent any disengagement of the ring retainer and the resulting

	misalignment of the upper shroud sleeve, this new AD retains the requirement of EASA AD 2010-0167, which is superseded, and requires the embodiment of this new design. This AD has been republished to amend the Part Number of the washer in the Required action(s) and Compliance Time(s) section of this AD. It was: L28210017200, it is: L2821001720**00**.
Effective Date:	16 March 2011.
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously : (1) For A380 aeroplanes with 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, accomplish the following actions: (1.1) Before the accumulation of 250 total Flight Cycles (FC) since the aeroplane first flight, or within 90 days after 25 August 2010 (the effective date of EASA AD 2010-0167), 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. (1.2) In case of discrepancies found (as defined in Airbus AOT A380-28A8022) during the inspections required by paragraph (1.1) of this AD, before next flight, perform the associated corrective actions in accordance with the instructions of Airbus AOT A380-28A8022. (2) Within 30 months after the effective date of this AD, and in accordance with the instructions of Airbus Service Bulletin (SB) A380-28-8024, replace the ring retainer (Part Number (P/N) NSA840003-250) of the upper shroud sleeve of each pylon and its associated washer (P/N L2821001720000) by two half-rings (P/N L2821002320000 and L2821002500000) with adjusted dimensions. (3) After the effective date of this AD, do not install any ring retainer, P/N NSA840003-250, of the upper shroud sleeve and its associated washer (P/N L2821001720000) on any pylon of an aeroplane.
Ref. Publications:	Airbus All Operator Telex A380-28A8022 at original issue. Airbus Service Bulletin A380-28-8024 at original issue. The use of later approved revisions of these 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 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.