


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0058R3</p> <p>Date: 29 February 2012</p> <p>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.</p>	
<p>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].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A380 aeroplanes</p>	
<p>TCDS Number: EASA.A.110</p>		
<p>Foreign AD: Not applicable</p>		
<p>Revision: This AD revises EASA AD 2011-0058R2 dated 16 August 2011, including the Correction dated 18 August 2011.</p>		
ATA 36	Pneumatic – Pylon Bleed Duct – Inspection / Replacement	
<p>Manufacturer(s): Airbus</p>		
<p>Applicability: Airbus A380-841, A380-842, and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification 71753 has been embodied in production.</p>		
<p>Reason:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Revision 1 of this AD was issued 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 date retrieved from the PFR.</p> <p>Since issuance of the Revision 1 of this AD, some operators commented that the “XDCR – BLEED PRESSURE SENSOR” class 1 failure message is not the</p>		

	<p>only applicable class 1 failure message (that can be retrieved from the PFR) in case of pressure sensor drift. EASA and Airbus concur with the comments.</p> <p>For the reasons described above, Revision 2 of this AD was issued to replace the “XDCR – BLEED PRESSURE SENSOR” class 1 failure message by a generic fault description term.</p> <p>After the issuance of the Revision 2 of this AD, the Engine Bleed Air System (EBAS) software has been modified to enable the Bleed system to regulate the Pressure Regulating Valve (PRV) in a lower pressure mode in the event of a Regulating Pressure Transducer drift. This modification will prevent the failure scenario described above and some incorrect failures and messages.</p> <p>For the reason described above, Revision 3 of this AD is issued to introduce the incorporation of a new EBAS software as an optional terminating action for the repetitive PFR reviews required by this AD.</p>
Effective Date:	<p>Revision 3: 14 March 2012</p> <p>Revision 2: 30 August 2011</p> <p>Revision 1: 19 May 2011</p> <p>Original issue: 08 April 2011</p>
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Before the accumulation of 75 Flight Hours (FH) after 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 Airbus All Operator Telex (AOT) A380-36A8014. (2) If, during any PFR review as required by paragraph (1) of this AD, the bleed pressure sensor class 1 failure message 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: <ol style="list-style-type: none"> (2.1) Before next flight, perform each TSM task including all applicable corrective actions, depending on the Fault Codes triggered and displayed by the PFR, <p>or,</p> <ol style="list-style-type: none"> (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. (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. (4) Modification of an aeroplane by installation of the new EBAS software, having Part Number (P/N) LIE35SL92199EAT, in accordance with the instructions of Airbus Service Bulletin (SB) A380-36-8015, constitutes terminating action for the repetitive PFR reviews required by paragraph (1) of this AD.
Ref. Publications:	<p>Airbus AOT A380-36A8014 at original issue dated 10 November 2010.</p> <p>Airbus SB A380-36-8015 at original issue dated 20 December 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

Remark:	<ol style="list-style-type: none"> 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 Safety Information Section, Executive 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 - EIANA (Airworthiness Office), Phone: +33 562110253 ; Fax:+33 562 110 307. E-mail: account.airworth-A380@airbus.com and Nicolas.Cordeau@airbus.com and Sandra.Cuiec@airbus.com.
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Appendix 1

List of Fault Codes (FCs) that are associated with a bleed pressure sensor class 1 failure message:

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