


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0252</p> <p>Date: 20 November 2014</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A380 aeroplanes</p>	
<p>TCDS Number: EASA.A.110</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
<p>ATA 54</p>	<p>Nacelles / Pylons – Pylon Fuel Drain Line Connection – Modification</p>	
<p>Manufacturer(s):</p>	<p>Airbus</p>	
<p>Applicability:</p>	<p>Airbus A380-861 aeroplanes, all manufacturer serial numbers</p>	
<p>Reason:</p>	<p>A fuel leak was reported which originated from a fuel feed line connection at the interface between wing and pylon. Furthermore, traces of leaked fuel were observed on the nacelle and degraded sealant detected in pylon zone A. The subsequent investigation identified two possible root causes which may lead to fuel migration into pylon zone A:</p> <ul style="list-style-type: none"> • GP7200 engine core zone pressure (where the drip pan is located) is significantly higher than pylon zone A pressure or • GP7200 engine drainage is not capable to drain high fuel leak from double walled junction. <p>This condition, if not corrected, could lead to fuel leak into zone with hot surface temperature (zone adjacent to the bleed air pre-cooler compartment), possibly resulting in an uncontained fire.</p> <p>To address this unsafe condition, Airbus developed production modification (mod) 74859 and mod 75562, and issued Service Bulletin (SB) A380-71-8011 and SB A380-54-8043 available for in-service aeroplanes, to modify the drain system architecture of the engine pylon.</p> <p>For the reasons described above, this AD requires modification of the aeroplane by removal of the drip pan drain pipe from the engine pylon drain hose and, installation of a restrictor on the pylon fuel junction drain.</p>	

Effective Date:	04 December 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 6 months, after the effective date of this AD, modify each engine pylon by accomplishing the following actions concurrently: <ol style="list-style-type: none"> (1.1) Remove the pylon drip pan drain pipe and install a blanking insert cap on the elbow fitted on the forward pylon drain pipe in accordance with the instructions of Airbus SB A380-71-8011, and (1.2) Install a restrictor in the drain line of the double walled fuel junction in accordance with the instructions of Airbus SB A380-54-8043. (2) Aeroplane, on which Airbus mod 74859 has been embodied in production is not affected by the requirement of paragraph (1.1) of this AD, provided that, after the aeroplane manufacture, no pylon drip pan drain pipe with part number (P/N) 2282M11P01 has been installed on that aeroplane. (3) Aeroplane, on which Airbus mod 75562 has been embodied in production, is not affected by the requirement of paragraph (1.2) of this AD. (4) After modification of a pylon, as required by paragraph (1.1) of this AD, or for aeroplanes on which Airbus mod 74859 has been embodied in production, from the effective date of this AD, as applicable, do not install on a pylon a drip pan drain pipe with P/N 2282M11P01.
Ref. Publications:	<p>Airbus SB A380-54-8043 original issue, dated 22 September 2014.</p> <p>Airbus SB A380-71-8011 original issue, dated 15 September 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 10 October 2014 as PAD 14-145 for consultation until 07 November 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information 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 - EIANA (Airworthiness Office), E-mail: account.airworth-A380@airbus.com.