



Emergency Airworthiness Directive

AD No.: 2016-0143-E

Issued: 19 July 2016

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A380 aeroplanes

Effective Date: 21 July 2016

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 36 – Pneumatic – Engine Bleed Air System / Aircraft Flight Manual – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

Reason:

During in-service inspection, damage to a right-hand wing canoe fairing and puncture mark in the skin, extensively exposing the fairing honeycomb core, were detected. Additional inspection accomplished on the affected nacelle and pylon determined that the Left-Hand (LH) forward hinge panel was missing and the LH aft hinge panel was damaged.

Investigations results revealed that, during take-off phase of the flight, double and dependent failure of the High Pressure Valve (HPV) and Pressure Regulating Valve (PRV) led to Over Pressure Valve (OPV) closure, as expected by the design. This event consequently led to an uncontrolled overpressure in the pneumatic system and a rupture of the bleed duct bellow of the engine pylon.



This condition, if not corrected, could lead to rupture of the pneumatic ducting with hot air leak at critical locations and exposure of the surrounding structure to heat stress resulting in reduced structural integrity of the wings.

To address this potential unsafe condition, Airbus issued Aircraft Flight Manual (AFM) Temporary Revision (TR) 204 issue 1.0 to provide instructions applicable during take-off and climbing with cross-bleed selector in open position. In addition, as the leak isolation may be impaired by cross-bleed switch failure and as the cross-bleed selector (and manual mode) is not regularly checked when operating in normal conditions, it is necessary to check the correct functioning of the cross-bleed selector.

For the reason described above, this AD requires amendment of the applicable AFM and operating the aeroplane accordingly, and accomplishment of a one-time operational check (OPC) of cross-bleed selector in manual mode.

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

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

Required as indicated, unless accomplished previously:

- (1) Within 10 days after the effective date of this AD, amend the applicable AFM to incorporate Airbus A380 AFM TR 204 issue 1.0, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the applicable AFM to incorporate later AFM revisions, which include AFM TR 204 issue 1.0, as required by paragraph (1) of this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.
- (3) Within 30 days after the effective date of this AD, accomplish a one-time OPC of the crossbleed selector in manual mode. This action can be accomplished as detailed in A380 Maintenance Review Board Report (MRBR), revision 07, task 361200-00001-01M "OPERATIONAL CHECK OF CROSSBLEED SELECTOR SWITCH (AUTO / OPEN / CLOSE) IN MANUAL MODE", in accordance with A380 Aircraft Maintenance Manual task 361200-710-802.
- (4) If the operational check, as required by paragraph (3) of this AD, does not pass on an aeroplane, before next flight, repair that aeroplane in accordance with Airbus approved instructions, or dispatch that aeroplane in accordance with the provision of Master Minimum Equipment List (MMEL), item 36.13.01 condition C for "center crossbleed" and item 36.13.02 condition C for "lateral crossbleed".

Ref. Publications:

Airbus A380 AFM TR 204 issue 1.0 dated 08 July 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Airbus A380 MRBR revision 07 dated November 2015.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. 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.

