



Airworthiness Directive

AD No.: 2020-0025

Issued: 14 February 2020

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: 28 February 2020

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0002 dated 11 January 2019.

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

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

For the purpose of this AD, the following definition applies:

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

The applicable modification SB: Airbus SBs listed in Table 1 of this AD, as applicable to aeroplane configuration and engine pylon position.

Reason:

Flame and smoke were detected after engine shut down at the lower side of pylon #1 in close proximity to 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 initially 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).

Subsequently, Airbus developed a new drain system to reduce the risk of pylon drain pipe clogging by implementation of Airbus production mod 77710, mod 77711, mod 77712 and mod 77713 (post-mod aeroplanes). Pending availability of these modifications for in-service aeroplanes, Airbus issued the inspection SB to provide instructions for a DET of the drain line (or flexible hose) of each engine. Consequently, EASA issued AD 2019-0002, superseding AD 2017-0183 and excluding post-mod aeroplanes from the Applicability, to require a one-time DET of each engine drain system flexible hose, and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus published the applicable modification SB to provide modification instructions for in-service aeroplanes and published Revision 1 of the inspection SB, introducing repetitive DET of each engine drain system flexible hose, pending pylon modification.

For the reasons described above, this AD retains the requirements of EASA AD 2019-0002, which is superseded, to require repetitive DET of each engine drain system flexible hose. This AD also requires a modification of the drain routing of each engine pylon, which provides terminating action for the repetitive DET as required by this AD.

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

Required as indicated, unless accomplished previously:

Repetitive Inspection(s):

- (1) Within 3 months after the effective date of this AD and, thereafter, at intervals not to exceed 12 months, accomplish a DET of each engine drain system flexible hose in accordance with the instructions of the inspection SB.

Corrective Action(s):

- (2) If, during any 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 inspection SB.

Modification:

- (3) Within 34 months after the effective date of this AD, modify the drain routing from engine and engine nacelle to the rear secondary structure of each engine pylon in accordance with the instructions of the applicable modification SB.



Table 1 – Applicable Modification SB per Engine Pylon Position

Engine Pylon Position (#)	Applicable Modification SB
# 1	A380-54-8062
	A380-54-8082
# 2	A380-54-8063
	A380-54-8083
# 3	A380-54-8064
	A380-54-8084
# 4	A380-54-8065
	A380-54-8085

Terminating Action:

- (4) Modification of the drain system and routing of each engine pylon on an aeroplane in accordance with the instructions of the applicable modification SB constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A380-54-8073 original issue dated 26 November 2018, or Revision 01 dated 30 October 2019.

Airbus SB A380-54-8062 original issue dated 07 August 2019.

Airbus SB A380-54-8063 original issue dated 07 August 2019.

Airbus SB A380-54-8064 original issue dated 07 August 2019.

Airbus SB A380-54-8065 original issue dated 07 August 2019.

Airbus SB A380-54-8082 original issue dated 10 September 2019.

Airbus SB A380-54-8083 original issue dated 10 September 2019.

Airbus SB A380-54-8084 original issue dated 10 September 2019.

Airbus SB A380-54-8085 original issue dated 10 September 2019.

The use of later approved revisions of the above-mentioned 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. This AD was posted on 14 January 2020 as PAD 20-005 for consultation until 11 February 2020. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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 – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

