Airworthiness Directive

AD No.: 2020-0276

Issued: 11 December 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: 25 December 2020

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual / Freezing Fog Time Limit – Amendment

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Manufacturer(s):

Airbus

Applicability:

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

Definitions:

For the purpose of this AD, the following definitions apply:

The AFM DU: Airbus A380 Aircraft Flight Manual (AFM) Documentary Unit (DU) "Ground ice shedding procedure" reference: NORM-30-00015818.0001001.

Reason:

In the frame of a design change proposed by Rolls-Royce, an impact on RB211 Trent 900 engine operation in freezing fog condition during taxiing on ground has been identified. The risk in freezing fog condition is an engine surge, and subsequent loss of engine thrust, if the final ice shedding procedure is performed just prior take-off and more than 55 minutes after the previous one.

This condition, if not corrected, could lead to a multiple engine loss of thrust during take-off, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the AFM DU to provide an updated maximum time limit for taxiing in freezing fog, reducing that limit from 60 minutes to 55 minutes.

For the reason described above, this AD requires amendment of the applicable AFM by incorporating the AFM DU and operating the aeroplane accordingly.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

(1) Within 30 days after the effective date of this AD, amend the applicable AFM to incorporate the AFM DU, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

(2) Amending the applicable AFM to incorporate a later AFM revision, which includes the AFM DU contents, as required by paragraph (1) of this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.

Ref. Publications:

Airbus A380 AFM DU "Ground ice shedding procedure" reference: NORM-30-00015818.0001001 dated 06 October 2020.

The use of later approved revisions of the above-mentioned document 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 26 November 2020 as PAD 20-187 for consultation until 10 December 2020. No comments were received during the consultation period.

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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.