



## Airworthiness Directive

**AD No.:** 2023-0043

**Issued:** 28 February 2023

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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A380 aeroplanes

**Effective Date:** 14 March 2023

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 26 – Fire Protection – Fire Extinguishers – Pressure Check

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**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A380-841 and A380-842 (both fitted with Rolls-Royce RB211 Trent 900 engines) aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The SIL:** Meggitt Service Information Letter (SIL) 3450003X-XX-26-01.

**Affected part:** Meggitt Safety Systems, Inc. (Meggitt, formerly Pacific Scientific Company) fire extinguishers having a Part Number (P/N) and a serial number (s/n) which are listed in Table 3 of the SIL; fire extinguishers having P/N 34500037-3 or P/N 34500038-3 which have been overhauled by the operator or by third party designees, i.e. organizations which are not Meggitt MRO shops and not Meggitt Authorized Repair shops; and fire extinguishers having P/N 34500037-3 or P/N 34500038-3 for which it cannot be determined that they have never been removed for maintenance, or for which maintenance records are incomplete.



**Serviceable part:** Meggitt (formerly Pacific Scientific Company) Fire extinguishers having P/N 34500037-3 or P/N 34500038-3 and which have been overhauled by a Meggitt MRO shop or a Meggitt Authorized Repair shop, except parts listed in Table 3 of the SIL; fire extinguishers having P/N 34500037-3 or P/N 34500038-3 that are new (not previously installed) and have never been overhauled; and any in-service fire extinguisher having P/N 34500037-3 or P/N 34500038-3 for which it has been determined that it has never been removed for maintenance or overhaul (maintenance records complete).

**Groups:** Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

**Reason:**

Occurrences were reported where, during overhaul, certain fire extinguishers had been charged to a wrong (reduced) nitrogen pressure level. Investigation showed that this was due to errors in the related Component Maintenance Manuals (CMM). Reduced pressure may affect the dispersion of Halon when the fire extinguisher is discharged and, when the fire extinguisher is exposed to cold temperatures, it may result in the illumination of the affected 'Discharge' light in the cockpit.

This condition, if not corrected, could lead to reduced fire suppression capabilities, possibly resulting in failure to extinguish an engine fire and consequent risk of a temporary uncontrolled engine fire.

To address this potential unsafe condition, Meggitt identified certain affected parts that were, or could have been, incorrectly overhauled, and issued the SIL to provide instructions accordingly.

For the reason described above, this AD requires a one-time pressure check of each affected part and, depending on findings, removal from service of the part for corrective action(s).

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

Required as indicated, unless accomplished previously:

**Pressure Check:**

- (1) For Group 1 aeroplanes: Within the compliance time specified in Table 1 of this AD, as applicable, accomplish a pressure check on each affected part in accordance with the instructions of section 8 of the SIL.

Table 1 – Affected Part Pressure Check

Affected Parts	Compliance Time
Identified in Table 3 of the SIL	Within 3 months after the effective date of this AD
All other affected parts	Within 6 months after the effective date of this AD

**Corrective Action(s):**

- (2) If an affected part fails the pressure check as required by paragraph (1) of this AD, before next flight, remove that affected part from service for (in-shop) corrective action(s) in accordance with the instructions of section 8 of the SIL.



**Part Installation:**

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that, before installation, the part has passed a pressure check (correct pressure found, or pressure corrected) in accordance with the instructions of section 8 of the SIL.

**Ref. Publications:**

Meggitt SIL 3450003X-XX-26-01 original issue dated 30 November 2022.

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 17 January 2023 as PAD 23-005 for consultation until 14 February 2023. 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 Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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.
4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – 1IANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

