EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0047 **[Correction: 30 April 2015]** **Date: 16 March 2015** 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A380 aeroplanes

TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	None

ATA	**Airplane Flight Manual – Engine Interface Power Management Reset – Amendment**
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.
Reason:	Two events of air conditioning pack loss in flight were reported involving multiple Electronic Centralised Aircraft Monitoring (ECAM) warnings related to engine, thrust reverser, air pack and fuel systems. On the affected engines the pack valves closed, the thrust reversers became inoperative and the engine igniters could have been no longer electrically supplied. For both cases the flight crew reset the Engine Interface Power Management (EIPM) units of the affected engine and as a result the normal situation was recovered. The investigation is still on-going and abnormal EIPM unit behaviour is suspected, however not confirmed. This condition, if not corrected, could lead, in adverse conditions, to flame out of one or more engines due to the loss of the continuous ignition capability. To address this potential unsafe condition, Airbus issued Aircraft Flight Manual (AFM) Temporary Revision (TR) 163 issue 1.0 to provide instructions for EIPM in-flight reset and the related operational procedures. For the reason described above, this AD requires amendment of the applicable AFM and to operate the aeroplane accordingly. This AD is re-issued to clarify the precipitating event and the unsafe condition

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	which led to issuance of this AD. This AD is considered to be an interim measure and further AD action may follow.
Effective Date:	23 March 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after the effective date of this AD, amend the applicable AFM to incorporate Airbus A380 AFM TR 163 issue 1.0, inform all flight crews, and, thereafter, operate the aeroplane accordingly. (2) Amending the AFM to incorporate a later revision, which includes the AFM amendment as required by this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.
Ref. Publications:	Airbus A380 AFM TR 163 issue 1.0 dated 12 February 2015. The use of later approved revisions of this 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 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.

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