



## Airworthiness Directive

**AD No.:** 2016-0050

**Issued:** 11 March 2016

Note: This 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:** 25 March 2016

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

**Foreign AD:** Not applicable

**Revision:** This AD supersedes EASA AD 2015-0047 dated 16 March 2015, including its correction dated 30 April 2015.

### ATA 73 – Engine Fuel & Control – Engine Interface Power Management – Reset

**Manufacturer(s):**

Airbus

**Applicability:**

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

**Reason:**

Two events were reported of in-flight failure (loss of functionality) of an air conditioning pack, involving multiple Electronic Centralised Aircraft Monitoring 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, possibly, the engine igniters were 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.

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 A380 Aircraft Flight Manual (AFM) Temporary Revision (TR) 163 issue 1.0 to provide instructions for EIPM in-flight reset and the



related operational procedures, and EASA issued AD 2015-0047 to require amendment of the applicable Airbus A380 AFM to incorporate that TR.

After that AD was issued, additional investigation confirmed that the root cause of the EIPM failure was caused by a software misbehaviour due to a malfunctioning of the time counter. It was determined that the EIPM failure occurred after 24,8 days of continuous EIPM operation. This failure mode was reproduced by test and it was confirmed that a reset of the EIPM restores the unit to normal operation.

For the reasons described above, this AD retains the requirements of EASA AD 2015-0047, which is superseded, and requires repetitive resetting of each EIPM unit, which allows removal of the TR operational procedure from the AFM.

This AD is considered to be an interim measure. The EIPM manufacturer is currently developing a software update that will address the time counter issue. Once that software update is available, further AD action may follow.

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

Required as indicated, unless accomplished previously:

- (1) Within 30 days after 23 March 2015 [the effective date of EASA AD 2015-0047], amend the applicable A380 AFM to incorporate Airbus A380 AFM TR 163 issue 1.0, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Within 30 days after the effective date of this AD or the date of the aeroplane manufacture, whichever occurs later, and, thereafter, at intervals not to exceed 10 days, reset each EIPM.

This action can be accomplished in accordance with the instructions of the applicable A380 Aircraft Maintenance Manual (AMM), task 73-25-34-860-801, or task 73-25-34-860-802, as applicable to aeroplane model.

Note: For the purpose of this AD, the date of the aeroplane manufacture is the date of transfer of title, which is referenced in Airbus documentation at the time of first delivery to an operator.

- (3) After the first reset of each EIPM on an aeroplane, as required by paragraph (2) of this AD, the A380 AFM TR 163 issue 1.0 as required by paragraph (1) of this AD is no longer required for operation and can be removed from the affected AFM of that aeroplane.

**Ref. Publications:**

Airbus AMM task 73-25-34-860-801.

Airbus AMM task 73-25-34-860-802.

Airbus A380 AFM TR 163 issue 1.0 dated 23 February 2015.



**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 EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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), Telephone : +33 562 110 253, Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

Revised

