Airworthiness Directive

AD No.: 2026-0223

Issued: 20 November 2026

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: 04 December 2026

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2021-0280R1 dated 08 November 2024.

ATA 36 – Pneumatic – Pylon / Wing Interface Bleed Duct and Fuel Pipe – Inspection / Modification / Replacement

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Manufacturer:
Airbus

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

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

Affected areas: Bleed-air duct and fuel pipe on each of the four (4) wing to engine pylon interfaces.

Affected parts: The four duct assemblies-bleed air, having Part Number (P/N) L3615006300000 (pylon 1), L3615004800000 (pylon 2), L3615004800100 (pylon 3), or L3615006300100 (pylon 4), as applicable, depending on to which 'wing to engine pylon # interface' the part belongs.

Serviceable parts: The four duct assemblies-bleed air, having P/N L3615111700000 (pylon 1), L3615111300000 (pylon 2), L3615111300100 (pylon 3), or L3615111700100 (pylon 4), as applicable, depending on to which 'wing to engine pylon # interface' the part belongs.

The AOT: Airbus Alert Operators Transmission (AOT) A36R003-20.

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The SB: Airbus Service Bulletin (SB) A380-36-8086.

The interim mod: Modification (mod) in accordance with the instructions of Airbus SB A380-28-8074, A380-28-8075, A380-28-8076 and A380-28-8077, or SB A380-28-8078, A380-28-8079, A380-28-8080 and A380-28-8081, as applicable, depending on the installed engine type (Rolls-Royce or Engine Alliance) and related pylon; or Airbus mod 78637, 78638, 78639, 78640, 78650, 78651, 78652 and 78653, as applicable; or Airbus Repair Design Approval Forms (RDAF) as listed in each of the (3) columns of Table 1 of this AD, applicable for each of the four (different) engine pylons.

Table 1 – Airbus RDAF

80885156/005/2021	80885156/010/2021	80894228/004/2021
80885156/007/2021	80885156/011/2021	80894228/005/2021
80885156/008/2021	80885156/012/2021	80894228/006/2021
80885156/009/2021	80885156/013/2021	80894228/007/2021

The modification SB: Airbus SBs A380-36-8089, A380-36-8090, A380-36-8091 and A380-36-8092, as applicable for the four (different) wing to engine pylon # interfaces.

Groups:
Group 1 aeroplanes are those which have not embodied the interim mod nor the modification SB.
Group 2 aeroplanes are those which have embodied the interim mod but not the modification SB.
Group 3 aeroplanes are those which have embodied the modification SB.

Reason:
Occurrences were reported of bleed-air duct detachments due to failure of the bottom welded bracket. This bracket failure could lead to contact between the bleed-air duct and the fuel pipe located below the duct.

This condition, if not detected and corrected, could, in case of a fuel leak in combination with a bleed-air leak, create a source of ignition, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus issued the original issue of the AOT providing inspection instructions. Consequently, EASA issued AD 2020-0162 to require a one-time inspection of the affected areas and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, Airbus issued Revision 01 of the AOT, introducing repetitive inspections and an alternative inspection method, and EASA issued AD 2020-0286, retaining the requirements of EASA AD 2020-0162, which was superseded, to require repetitive inspections of the affected areas and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, Airbus issued the SB, as defined in this AD, introducing the repetitive inspections. Airbus also developed an interim modification and issued the interim mod, as defined in this AD. Consequently, EASA issued AD 2021-0280, later revised, retaining the requirements of EASA AD 2020-0286, which was superseded, requiring in addition embodiment of the interim mod.

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That AD also defined extended inspection intervals for aeroplanes which have embodied the interim mod, either during production or in service.

Since EASA AD 2021-0280R1 was issued, Airbus has redesigned the four (different) duct assemblies-bleed-air, defined as affected parts in this AD, and published the modification SB to provide instructions for replacement of the four affected parts with redesigned parts with improved attachment brackets.

For the reason described above, this AD retains the requirements of EASA AD 2021-0280R1, which is superseded, requiring in addition replacement of all (four) affected parts, and introducing this as terminating action for the various repetitive inspections. In this AD are also, in the definition of the interim mod, four obviously missing Airbus mods added, to know: the mods 78650, 78651, 78652 and 78653.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspections:

(1) For Group 1 aeroplanes: Within 50 flight cycles (FC) or 400 flight hours (FH), whichever occurs first after 04 August 2020 [the effective date of EASA AD 2020-0162], and, thereafter, at intervals not to exceed 50 FC or 400 FH, whichever occurs first, inspect the affected areas in accordance with the instructions of the SB.

(2) For Group 2 aeroplanes: Within the compliance time specified in Table 2 of this AD, and, thereafter, at intervals not to exceed 600 FC or 4 400 FH, whichever occurs first, inspect the affected areas in accordance with the instructions of the SB.

Table 2 - Threshold

Aeroplane Configuration	Compliance Time
Interim mod, as defined in this AD, embodied during production	Before exceeding 600 FC or 4 400 FH, whichever occurs first since aeroplane's first flight
Interim mod embodied in service	Within 600 FC or 4 400 FH, whichever occurs first, after embodiment of the interim mod on an aeroplane

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is identified as specified in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Interim Modification:

(4) For Group 1 aeroplanes: For an aeroplane that, before the effective date of this AD, passed an inspection (no discrepancies found) in accordance with the instructions of the SB, or that, depending on findings, has been corrected, as required by paragraph (3) of this AD: Within 300

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FC or 2 400 FH, whichever occurs first after 31 December 2021 [the effective date of EASA AD 2021-0280], modify the bleed-air ducts and fuel pipes on each of the four wing to pylon interfaces in accordance with the instructions of the interim mod.
After embodiment of this interim mod, the aeroplane is considered to be a Group 2 aeroplane.

Modification:

(5) For Group 1 and Group 2 aeroplanes: Within 50 months after the effective date of this AD, modify the aeroplane, by replacing all (four) affected parts with serviceable parts in accordance with the instructions of the modification SB (see Note 1 of this AD).
After this modification (replacement of all four affected parts), the aeroplane is considered to be a Group 3 aeroplane.

Note 1: Replacement of an affected part with a serviceable part on a certain wing to engine pylon # interface of the aeroplane can be accomplished during different maintenance visits.
This replacement on a certain wing to engine pylon # interface constitutes terminating action for the repetitive inspections as required by paragraph (1) or (2) of this AD, as applicable, for the affected areas of that wing to engine pylon # interface.

(6) Modification of an aeroplane, by replacing all (four) affected parts with serviceable parts in accordance with the instructions of the modification SB, as required by paragraph (5) of this AD, is an acceptable method to comply with the requirement of paragraph (4) of this AD for that aeroplane.

Credit:

(7) For Group 1 and Group 2 aeroplanes: Inspections of and corrective actions on an aeroplane, accomplished before 31 December 2021 [the effective date of EASA AD 2021-0280] in accordance with the instructions of the AOT (at any revision), are acceptable to comply with the initial requirements of the paragraphs (1) and (3) of this AD, as applicable, for that aeroplane.

Reporting:

(8) For Group 1 and Group 2 aeroplanes: Within 30 days after each inspection as required by paragraph (1) or (2) of this AD, as applicable, in case of findings, report the results to Airbus.

Terminating Action:

(9) Embodiment of the interim mod on an aeroplane as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

(10) Embodiment on an aeroplane of the modification SB, as required by paragraph (5) of this AD, constitutes terminating action for the repetitive inspections as required by the paragraph (1) or (2) of this AD, as applicable, for that aeroplane.

Part(s) Installation:

(11) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, until embodiment of the modification SB as required by paragraph (5) of this AD, it is allowed to install on an

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aeroplane an affected part, provided that, before installation, that part has been modified in accordance with the instructions of the interim mod.

(12) For Group 3 aeroplanes: From the effective date of this AD, do not install any affected part on any aeroplane.

Ref. Publications:

Airbus AOT A36R003-20 original issue dated 20 July 2020, or Revision 01 dated 24 November 2020.

Airbus SB A380-36-8086 original issue dated 17 September 2021.

Airbus SB A380-28-8074 original issue dated 30 April 2021.

Airbus SB A380-28-8075 original issue dated 30 April 2021.

Airbus SB A380-28-8076 original issue dated 30 April 2021.

Airbus SB A380-28-8077 original issue dated 30 April 2021.

Airbus SB A380-28-8078 original issue dated 30 April 2021.

Airbus SB A380-28-8079 original issue dated 30 April 2021.

Airbus SB A380-28-8080 original issue dated 30 April 2021.

Airbus SB A380-28-8081 original issue dated 30 April 2021.

Airbus SB A380-36-8089 original issue dated 07 July 2026.

Airbus SB A380-36-8090 original issue dated 07 July 2026.

Airbus SB A380-36-8091 original issue dated 07 July 2026.

Airbus SB A380-36-8092 original issue dated 07 July 2026.

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 15 October 2026 as PAD 26-125 for consultation until 01 November 2026. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

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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 – IIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, or E-mail: account.airworth-A380@airbus.com.

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