



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-192**

**Issued: 02 December 2020**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

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

A380 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2012-0010 dated 18 January 2012.

## ATA 31 – Indicating / Recording Systems – Flight Data Recording System – Modification (Software Update)

**Manufacturer(s):**

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:

**The SB:** Airbus Service Bulletin (SB) A380-31-8103

**Affected SW:** Flight Data Recording System (FDRS) software (SW) having Part Number (P/N) SFI52S0002S0387 or P/N SFI54S0002S0486, or earlier SW.

**Serviceable SW:** FDRS SW having P/N SFI55S0002S0487.

**Groups:** Group 1 aeroplanes are those that have affected SW installed.



Group 2 aeroplanes are those that do not have affected SW installed. An aeroplane on which Airbus modification (mod) 76363 and mod 77945 have been embodied in production is a Group 2 aeroplane, provided the aeroplane remains in that configuration.

#### Reason:

A partial loss of flight data recording function was discovered during an A350 flight test when maximum acquisition rate for both aircraft condition monitoring system (ACMS) and digital FDRS (DFDRS) was exceeded. The FDRS manufacturer identified that this event was due to a software error and confirmed that, due to design similarities, this behaviour is also possible on A380 aeroplanes.

This condition, if not corrected, could lead to deficiency in systems used to assist in the enquiry following an accident or serious incident, preventing them to perform their intended functions.

To address this potential unsafe condition, Airbus developed the serviceable SW, embodied in production through Airbus mod 76363 and mod 77945, and published the SB to provide in-service modification instructions to ensure improved segregation between ACMS and DFDRS acquisition.

For the reasons described above, this AD supersedes EASA AD 2012-0010, the requirements of which have become redundant, and requires installation of serviceable SW.

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

Required as indicated, unless accomplished previously:

#### Modification:

- (1) Within 12 months after the effective date of this AD, modify the aeroplane by installing serviceable SW in accordance with the instructions of the SB.

#### SW Installation Prohibition:

- (2) Do not install affected SW on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

#### Ref. Publications:

Airbus SB A380-31-8103 original issue dated 15 May 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### Remarks:

1. This Proposed AD will be closed for consultation on 16 December 2020.



2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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 PAD, 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).

