



## Airworthiness Directive

**AD No.:** 2021-0073

**Issued:** 15 March 2021

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, 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 (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A380 aeroplanes

**Effective Date:** 29 March 2021

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 28 – Fuel – Engine Low Pressure Shut Off Valve Electrical Harness Routing – Modification

#### Manufacturer(s):

Airbus

#### Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 77076 has been embodied in production.

#### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A380-28-8072 (Engine Alliance GP7200) or SB A380-28-8073 (Rolls-Royce RB211 Trent 900), as applicable.

#### Reason:

Following a cross-program investigation for essential equipment installed on the wing leading edge, it was identified that the electrical harness configuration, connected to the low pressure shut off valve at the inboard pylon closing rib front spar, does not meet the Uncontrolled Engine Rotor Failure (UERF) redundancy requirements. This affects both left-hand (LH) and right-hand (RH) sides of Airbus A380-861 aeroplanes (Engine Alliance GP7200 engines) and the LH side only of A380-841 and A380-842 aeroplanes (Rolls-Royce RB211 Trent 900 engines).



This condition, if not corrected, could lead to potential loss of engine fuel isolation capability in case of UERF, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus developed mod 77076, applied on the production line, and issued the SB to provide in-service modification instructions.

For the reasons described above, this AD requires modification of the electrical harness routing between the inboard pylon closing rib and outboard pylon closing rib, both LH and RH sides, or only LH side, as applicable.

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

Required as indicated, unless accomplished previously:

#### **Modification:**

Within 42 months after the effective date of this AD, modify the electrical harness routing between the inboard pylon closing rib and outboard pylon closing rib in accordance with the instructions of the SB.

#### **Ref. Publications:**

Airbus SB A380-28-8072 original issue dated 07 January 2021.

Airbus SB A380-28-8073 original issue dated 07 January 2021.

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 11 February 2021 as PAD 21-021 for consultation until 11 March 2021. 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](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 - 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).

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