



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-021

Issued: 11 February 2021

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: 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 definition applies:

The applicable SB: Airbus Service Bulletin (SB) A380-28-8072 (Engine Alliance GP7200) and 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 do 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 applicable 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 applicable 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. This Proposed AD will be closed for consultation on 11 March 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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.

