



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-035

Issued: 08 March 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 73 – Engine Fuel & Control – Master Minimum Equipment List – Handling Bleed Valve Inoperative – Amendment

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

For the purpose of this AD, the following definition applies:

The MER: Airbus A380 Master Minimum Equipment List (MMEL), Major Event Revision (MER), approval date 06 October 2020.

Reason:

Following an Airbus A380 design review for windmill relight capability in bad weather conditions, it was demonstrated that handling bleed valve (HBV) failures in closed position have significant effects on engine relight and engine surge margins, leading to HBV dispatch conditions that do not meet the MMEL safety objective.



This condition, if not corrected, could, in case two engines are affected by this issue, lead to a severe loss of thrust, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the MER of the A380 MMEL that incorporates temporary dispatch restrictions for MMEL item 73-25-01.

For the reason described above, this AD requires implementation of certain dispatch restrictions.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

MMEL Changes / Dispatch Restrictions:

- (1) Within 30 days after the effective date of this AD, amend the MMEL, on the basis of which the operator MEL must be made, in accordance with the instructions of the MER, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) [reserved]

Ref. Publications:

Airbus A380 MMEL MER, approval date 06 October 2020.

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 22 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.

