



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-041

**Issued:** 09 April 2024

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 S.A.S.

**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 2021-0073 dated 15 March 2021.

### 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 (MSN), 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 SB:** Airbus Service Bulletin (SB) A380-28-8072 Revision 02 (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 only the LH side 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 an UERF, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus developed mod 77076, applied on the production line, and issued SB A380-28-8072 (for A380-861 aeroplanes) and SB A380-28-8073 (for A380-841 and A380-842 aeroplanes) to provide in-service modification instructions. Consequently, EASA issued AD 2021-0073, requiring modification of the electrical harness routing between the inboard pylon closing rib and outboard pylon closing rib, as applicable, depending on aeroplane model.

Since that AD was issued, it has been determined that for A380-861 aeroplanes additional work is required, by checking whether the wires of the harnesses 3000VB-011 and 3001VB-011 are long enough between overbraid end and connection to allow correct integration of the strap-on harness, and, if necessary, modifying the discrepant harness(es). Consequently, Airbus issued Revision 02 of SB A380-28-8072 to incorporate this required additional work for A380-861 aeroplanes, which is also required for those aeroplanes that have already been modified in accordance with the instructions of SB A380-28-8072 at Revision 00 or Revision 01.

For the reasons described above, this AD retains the requirements of EASA AD 2021-0073, which is superseded, and requires accomplishment of additional work (only) for A380-861 aeroplanes.

#### **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:

#### **Modification:**

- (1) Within 42 months after 29 March 2021 [the effective date of EASA AD 2021-0073], modify the routing of the electrical harnesses between the inboard pylon closing rib and outboard pylon closing rib in accordance with the instructions of the SB.

#### **Inspection(s):**

- (2) For A380-861 aeroplanes, including those which have already been modified in accordance with the instructions of SB A380-28-8072 at Revision 00 or Revision 01: Within 42 months after 29 March 2021 [the effective date of EASA AD 2021-0073] or before (re)installation of the harness, whichever occurs first after the effective date of this AD, measure the length between overbraid end and connection of each harness having P/N 3000VB-011 or P/N 3001VB-011 in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (3) If, during the inspection as required by paragraph (2) of this AD, the length between overbraid end and connection of a harness is found to be less than 250 mm, before next flight, modify that harness in accordance with the instructions of the SB.



Note 1: The instructions for modification of a harness, as referenced in paragraph (3) of this AD, include instructions for a visual inspection of the internal protection of that harness and, depending on findings, repair.

**Credit:**

- (4) For A380-861 aeroplanes: Modifications of a harness, accomplished before the effective date of this AD in accordance with the instructions of Airbus RDAF 81233570/016/2023 or RDAF 81233570/021/2023, as applicable, depending on the MSN of the aeroplane, is acceptable to comply with the requirements of paragraph (3) of this AD for that harness.
- (5) For A380-861 aeroplanes: Modification of the routing of the electrical harnesses between the inboard pylon closing rib and outboard pylon closing rib of an aeroplane, accomplished before the effective date of this AD in accordance with the instructions of SB A380-28-8072 at original issue or Revision 01, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

**Parts Installation:**

- (6) For A380-861 aeroplanes: From the effective date of this AD, do not (re)install on an aeroplane a harness having P/N 3000VB-011 or P/N 3001VB-011, unless, before installation, it is inspected and, depending on findings, repaired, as required by paragraphs (2) and (3) of this AD, as applicable.

**Ref. Publications:**

Airbus SB A380-28-8072 original issue dated 07 January 2021, or Revision 01 dated 10 May 2023, or Revision 02 dated 21 March 2024.

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

Airbus RDAF 81233570/016/2023 dated 12 June 2023.

Airbus RDAF 81233570/021/2023 dated 30 June 2023.

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 07 May 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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, or E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

