European Union Aviation Safety Agency

# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-117**

**Issued: 31 July 2025**

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: None

## ATA 27 – Flight Controls – Primary System Flight Control Computer – Modification

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**Manufacturer(s):**
Airbus

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

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

**Affected FCGU:** Primary (PRIM) flight control and guidance unit (FCGU) H3 hardware having Part Number (P/N) FLA8P00200HL0202, or PRIM FCGU H5 hardware having P/N LA8P00400H L0404.

**Affected FCGU software standard:** Flight control and guidance unit (FCGU) software standard having Part Number (P/N) ABF23A8P0EL200D (P13.5H3 - Batch 7) loaded in PRIM FCGU H3 hardware P/N LA8P00200HL0202 or FCGU software standard having P/N ABF26A8P0EL250D (P13.5H5 - Batch 7) loaded in PRIM FCGU H5 hardware P/N LA8P00400HL0404.

**Improved FCGU software standard:** FCGU software having P/N ABF20A8P0FL200D (P13.6H3) loaded in PRIM FCGU H3 hardware P/N LA8P00200HL0202 or FCGU software having P/N ABF25A8P0FL250D (P13.6H5) loaded in PRIM FCGU H5 hardware P/N LA8P00400HL0404.

**The SB:** Airbus Service Bulletin (SB) A380-27-8076.

## Reason:

Concurrent thrust reduction to idle on two engines during take-off was reported. The event occurred after lift-off during a training flight when the crew selected the thrust levers from take-off/go-around (TOGA) to climb detent below the thrust reduction altitude. Subsequent investigation determined that the PRIM FCGU provided erroneous soft go-around (SGA) command with a valid and reliable SGA thrust target.

This condition, if not corrected, could lead to additional cases of uncommanded thrust reduction during SGA on aeroplanes equipped with Rolls-Royce RB211 Trent 900 engines, resulting in potential reduced control of an aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing instructions to introduce improved PRIM FCGU software standard.

For the reasons described above, this AD requires modification of the aeroplane by installing PRIM FCGU P13.6H3 or P13.6H5 software standard version, as applicable.

## 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 9 months after the effective date of this AD, modify each affected FCGU by installing the applicable improved FCGU software standard in accordance with the instructions of the SB.

**Alternative Method:**

(2) Replacing each affected PRIM FCGU on an aeroplane by a PRIM FCGU having the applicable improved FCGU software standard installed is an acceptable method to comply with the requirement of paragraph (1) of this AD for that aeroplane.

**Concurrent Requirement:**

(3) From the effective date of this AD, modification of an aeroplane in accordance with the instructions of the Airbus SB A380-42-8035 is allowed, provided that concurrently with that modification, the aeroplane is modified in accordance with the instructions of the SB.

**Parts Installation**:

(4) After modification of an aeroplane as required by paragraph (1), or as specified by paragraph (2) or (3), of this AD, installation of an FCGU software standard in that aeroplane is allowed, provided that the FCGU software standard is an improved or later approved FCGU software standard.

**Ref. Publications:**

Airbus Service Bulletin (SB) A380-27-8076 original issue dated 09 July 2025.

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 28 August 2025.

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 – 1IAN (Airworthiness Office) or E-mail: account.airworth-A380@airbus.com.