Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-092

Issued: 03 August 2026

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 71 – Power Plant – Air Intake Cowl – Nacelle Anti-ice Duct Female Socket – Inspection

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Manufacturer(s):
Airbus

Applicability:
Airbus A380-861 aeroplanes, all manufacturer serial numbers.

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

Affected NAI system: The air intake nacelle anti-ice (NAI) system of the SAFRAN engine nacelles.

The ISB: Airbus Inspection Service Bulletin (SB) A380-71-8017.

The VSB: SAFRAN Nacelles Vendor SB A380 GP7200 Nacelle SB L70DR71-065.

EIS: The date of first installation (entry into service).of an affected part on an aeroplane.

Affected part(s) Groups:
Group 1 affected parts are those engine air intakes which, on the effective date of this AD, accumulated 50 000 flight hours (FH) or more, or 7 000 flight cycles (FC) or more, since EIS.
Group 2 affected parts are those engine air intakes which, on the effective date of this AD, accumulated 30 000 FH or more, or 4 000 FC or more, but less than 50 000 FH and less than 7 000 FC, since EIS.
Group 3 affected parts are those engine air intakes which, on the effective date of this AD, accumulated less than 30 000 FH and less than 4 000 FC, since EIS.

Reason:

An occurrence was reported, where an A380 experienced in flight a failure of the female socket of an anti-ice duct of the NAI system in an engine nacelle, leading to a peak pressure in the air intake cavity and resulting in structural failure of some composite panels of the air intake, departing from the aeroplane and causing secondary damages to the airframe.

Following investigations determined that an excessive wear of the female socket of the NAIs duct, at inner bushing level, of the affected NAI systems, as defined in this AD, is the root cause of the event.

To address this potential unsafe condition, Airbus published the ISB providing instructions for inspection of the affected parts, as define in this AD, referring for details to the SAFRAN Nacelles VSB.

For the reasons described above, this AD requires repetitive inspections of each affected part and, depending on findings, applicable corrective action(s).

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 by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspection(s):

(1) Within the threshold as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 5 000 FH or 800 FC, whichever occurs first, accomplish a general visual inspection (GVI) of the feed pipe, the shroud pipe and the female socket, including the inner and outer graphite bushings (or sleeves), of the affected NAI system of each affected part, in accordance with the instructions of the ISB.

Table 1 – Threshold for Initial Inspection

Affected Part(s)	Compliance Time
Group 1	Within 1 000 FH or 125 FC, whichever occurs first after the effective date of this AD

Group 2	Within 4 000 FH or 500 FC, whichever occurs first after the effective date of this AD, but without exceeding 51 000 FH nor 7 125 FC, since EIS
Group 3, whichever occurs later, A or B	A. Within 20 000 FH or 3 000 FC, whichever occurs first since EIS
	B. Within 5 000 FH or 625 FC, whichever occurs first after the effective date of this AD, but without exceeding 34 000 FH nor 4 500 FC, since EIS

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any damage or discrepancy is found, other than wear of the inner sleeves, before next flight, contact SAFRAN Nacelles for approved instructions and, within the compliance time defined herein, accomplish those instructions accordingly.

(3) If, during the inspection as required by paragraph (1) of this AD, no discrepancy is found, other than wear of the inner sleeves, neither on the feed pipe, the shroud pipe and/or the female socket, including the inner and outer graphite bushings (or sleeves), of the affected system of an affected part, before next flight, accomplish a special detailed inspection (SDI) of each female socket, by measuring the thickness of the inner sleeve in each female socket, in accordance with the instructions of the ISB.

(4) If, during any SDI as required by paragraph (3) of this AD, the result of a measured thickness of an inner sleeve is less than 1.20 mm (0.047 in.), before next flight, replace that female socket in accordance with the instructions of the ISB, choosing for this action either option 1, option 2 or option 3, as described in the ISB.

(5) Following the replacement of a female socket of an affected part in accordance with the instructions of option 1 or option 2, as described in the ISB, the subsequent (next repetitive) GVI of that affected part, as required by paragraph (1) of this AD, can be postponed until 20 000 FH or 3 000 FC, whichever occurs first after that replacement.

Reporting:

(6) If, during any inspection as required by paragraph (1) or (3) of this AD, as applicable, any discrepancy is found, within 30 days after that inspection or after the effective date of this AD, whichever occurs later, report the inspection results to Airbus. The ISB provides instructions which constitute an acceptable method to comply with this reporting requirement.

Terminating Action:

(7) None

Ref. Publications:

Airbus ISB A380-71-8017 original issue dated 19 May 2026.

SAFRAN Nacelles VSB A380 GP7200 Nacelle SB L70DR71-065 original issue dated 19 May 2026.

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 31 August 2026.

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, or E-mail: account.airworth-A380@airbus.com.