Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-118

Issued: 29 September 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 26 – Fire Protection – Fire-extinguishing Pipes – Replacement

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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 part(s): Fire-extinguishing pipes, having Part Number (P/N) L2621011100200, located in the core zone of each of the four EA GP7200 engine pylons.

Note 1: The affected part is also identified as P/N L262-10111-002 in certain Airbus documents.

The SB: Airbus Service Bulletin (SB) A380-26-8011.

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Reason:

An occurrence was reported, where cracks were found on a fire-extinguishing pipe in the core zone of the engine pylon of an A380-861 aeroplane equipped with EA GP7200 engines.

The following investigation determined, as root cause for the cracks, that the shortest sprinkler part of the fire-extinguishing pipe is not secured by a bracket and therefore is exposed to excessive vibrations, causing the cracking.

This condition, if not corrected, could reduce the performance of the engine fire extinguishing system in case of engine fire.

To address this potential unsafe condition, Airbus designed an improved fire extinguishing pipe, to reduce the vibration imposed on the pipe and introduced a new integral machined part into which both the sprinklers are fitted and welded, and published the SB, as defined in this AD, providing instructions for replacement of the affected parts.

For the reasons described above, this AD requires replacement of the affected parts, installed in each of the four engine pylons, with redesigned fire-extinguishing pipes.

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 72 months after the effective date of this AD, replace each affected part by a fire-extinguishing pipe, having P/N L2621090000000, in accordance with the instructions of the SB.

Part(s) Installation:

(2) After replacement on an aeroplane of the affected parts as required by paragraph (1) of this AD, do not install an affected part, or any higher assembly having an affected part installed, on that aeroplane.

Ref. Publications:

Airbus SB A380-26-8011 original issue dated 16 October 2018.

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 27 October 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

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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.

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