


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0116</p> <p>Date: 03 June 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>		<p>Type/Model designation(s): A380 aeroplanes</p>
TCDS Number:	EASA.A.110	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 28	Fuel – Trim Tank Hi-Z Shield Monitor Lightning Protection – Modification	
Manufacturer(s):	Airbus	
Applicability:	Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus modification 72872 has been embodied in production.	
Reason:	<p>During research into Fuel Quantity Indicating Probe Shield Monitor warnings on Airbus A380 aeroplane, a risk of open-circuit failure of fuel tank Hi-Z shield monitor wires within the tank was identified. This failure is announced by Class 1 alert (FUEL SYS COMPONENT FAULT – WIRING FAULT) but is inhibited until the last engine shut down. If, this failure is intermittent (open circuit in flight and close circuit on ground) it will not be detected and no alert message will inform the pilot.</p> <p>The intermittent failure of Hi-Z shield monitor wires, if not detected and corrected, in combination with a lightning strike, could lead to a potential spark gap ignition in the trim tank (wing tanks are not affected), which could affect the aeroplane safe flight.</p> <p>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A380-28-8033 to provide instructions for modification of the monitor line (installation of a power limiting resistor in series) to the relevant harnesses.</p> <p>For the reasons described above, this AD requires modification of the four trim tank Hi-Z shield monitor loop circuits incorporating additional lightning protection.</p>	

Effective Date:	17 June 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 30 months after the effective date of this AD, install trim tank Hi-Z shield monitor lightning protection on each of the four connectors (two on each Fuel Quantity and Management System) containing the wiring to each of the probe groups within the trim tank in accordance with the instructions of Airbus SB A380-28-8033.
Ref. Publications:	Airbus SB A380-28-8033 Original issue dated 02 April 2013. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 26 April 2013 as PAD 13-057 for consultation until 22 May 2013. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office) E-mail: account.airworth-A380@airbus.com.