



## Airworthiness Directive

**AD No.:** 2021-0201

**Issued:** 06 September 2021

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A380 aeroplanes

**Effective Date:** 20 September 2021

**TCDS Number(s):** EASA.A.110

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 28 – Fuel – Master Minimum Equipment List – Fuel Pumps – Amendment

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### Manufacturer(s):

Airbus

### Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 75900 or mod 76292 has been embodied in production, and those on which Airbus Service Bulletin (SB) A380-28-8050 (original issue or any revision) has been embodied in service.

### Definitions:

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

**MMEL update:** Airbus A380 Master Minimum Equipment List (MMEL) Revision of January 2021 for items (as applicable to individual aeroplane configuration and operation) as specified in Table 1 of this AD, EASA approval date 11 January 2021.

### Reason:

Occurrences have been reported of finding corrosion on fuel pipe connectors on A380 aeroplanes. Investigation results revealed that leaks in the engine feed system may develop over time due to corrosion. A fuel system risk assessment on the consequence of this corrosion indicated that this could lead to fuel gravity feed not operating correctly and fuel being unusable.



This condition, if not corrected, could lead to fuel starvation, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the MMEL update, as defined in this AD, to incorporate temporary restrictions of the associated fuel pumps MMEL items.

For the reason described above, this AD requires implementation of the items in the MMEL update, as applicable, as specified in Table 1 of this AD. This AD also contains reference to a modification that allows removal of the dispatch restrictions, as required by this AD, from the operator's Minimum Equipment List (MEL).

#### Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

#### Operator MEL Changes:

- (1) Within 3 months after the effective date of this AD, on the basis of the MMEL update, as defined in this AD, amend the MEL by implementing the amended MMEL items as listed in Table 1 of this AD, inform all flight crews and maintenance staff, as applicable, and, thereafter, operate the aeroplane accordingly.

Table 1 – Amended MMEL Items

MMEL item	Description
28-26-06	Feed Tank 1 Main Pump
28-26-10	Feed Tank 2 Main Pump
28-26-12	Feed Tank 3 Main Pump
28-26-14	Feed Tank 4 Main Pump
28-26-07	Feed Tank 1 Standby Pump
28-26-13	Feed Tank 2 Standby Pump
28-26-11	Feed Tank 3 Standby Pump
28-26-15	Feed Tank 4 Standby Pump
28-26-17	Feed Tank 2 Main Pump Monitoring
28-26-18	Feed Tank 3 Main Pump Monitoring
28-26-19	Feed Tank 4 Main Pump Monitoring

#### Modification:

- (2) After modification of an aeroplane in accordance with the instructions of Airbus SB A380-28-8050 at Revision 02, the dispatch restrictions imposed by paragraph (1) of this AD can be removed from the operator's MEL for that aeroplane.



**Ref. Publications:**

Airbus A380 MMEL Revision of January 2021, EASA approval date 11 January 2021.

Airbus SB A380-28-8050 original issue dated 10 September 2015, or Revision 01 dated 09 January 2017, or Revision 02 dated 20 December 2017.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 27 July 2021 as PAD 21-108 for consultation until 24 August 2021. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com).

