



Airworthiness Directive

AD No.: 2024-0101R1

Issued: 13 September 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A380 aeroplanes

Effective Date: Revision 1: 13 September 2024
Original Issue: 28 May 2024

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2024-0101 dated 14 May 2024, which superseded EASA AD 2021-0073 dated 15 March 2021.

ATA 28 – Fuel – Engine Low Pressure Shut Off Valve Electrical Harness Routing – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 77076 has been embodied in production.

Definitions:

For the purpose of this AD, the following definition applies:

The SB: Airbus Service Bulletin (SB) A380-28-8072 Revision 02 (Engine Alliance GP7200) or SB A380-28-8073 (Rolls-Royce RB211 Trent 900), as applicable.

Reason:

Following a cross-program investigation for essential equipment installed on the wing leading edge, it was identified that the electrical harness configuration, connected to the low pressure shut off valve at the inboard pylon closing rib front spar, does not meet the Uncontrolled Engine Rotor Failure (UERF) redundancy requirements. This affects both, left-hand (LH) and right-hand (RH), sides



of Airbus A380-861 aeroplanes (Engine Alliance GP7200 engines), and only the LH side of A380-841 and A380-842 aeroplanes (Rolls-Royce RB211 Trent 900 engines).

This condition, if not corrected, could lead to potential loss of engine fuel isolation capability in case of an UERF, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus developed mod 77076, applied on the production line, and issued SB A380-28-8072 (for A380-861 aeroplanes) and SB A380-28-8073 (for A380-841 and A380-842 aeroplanes) to provide in-service modification instructions. Consequently, EASA issued AD 2021-0073, requiring modification of the electrical harness routing between the inboard pylon closing rib and outboard pylon closing rib, as applicable, depending on aeroplane model.

After that AD was issued, it was determined that for A380-861 aeroplanes additional work was required, by checking whether the wires of the harnesses 3000VB-011 and 3001VB-011 are long enough between overbraid end and connection to allow correct integration of the strap-on harness, and, if necessary, modifying the discrepant harness(es). Consequently, Airbus issued Revision 02 of SB A380-28-8072 to incorporate this required additional work for A380-861 aeroplanes, which was also considered required for those aeroplanes that had already been modified in accordance with the instructions of SB A380-28-8072 at Revision 00 or Revision 01. Consequently, EASA issued AD 2024-0101, retaining the requirements of EASA AD 2021-0073, which was superseded, and requiring in addition accomplishment of additional work for A380-861 aeroplanes.

Since that AD was issued, it has been determined that part of the additional work identified in Airbus SB A380-28-8072 Revision 02 is redundant. Therefore, it is expected that Airbus will issue a Revision 03 of SB A380-28-8072, wherein the requirement to measure (inspect) the length of certain harnesses will be removed.

For the reasons described above, this AD is revised to remove the requirement for inspection(s) of the harnesses.

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 42 months after 29 March 2021 [the effective date of EASA AD 2021-0073], modify the routing of the electrical harnesses between the inboard pylon closing rib and outboard pylon closing rib in accordance with the instructions of the SB.

Inspection(s):

- (2) DELETED

Harness modification:

- (3) From the effective date of this AD, if, during (re)installation of harnesses 3000VB-011 or 3001VB-011, it is determined that a harness is too short for installation, before next flight, modify that harness in accordance with the instructions of the SB (see Note 1 of this AD).



Note 1: The instructions for modification of a harness, as referenced in paragraph (3) of this AD, include instructions for a visual inspection of the internal wiring protection of that harness and, depending on findings, repair hereof.

Credit:

- (4) For A380-861 aeroplanes: Modifications of a harness, accomplished before 28 May 2024 [the effective date of the original issue of this AD] in accordance with the instructions of Airbus RDAF 81233570/016/2023 or RDAF 81233570/021/2023, as applicable, depending on the MSN of the aeroplane, is acceptable to comply with the requirements of paragraph (3) of this AD for that harness.
- (5) For A380-861 aeroplanes: Modification of the routing of the electrical harnesses between the inboard pylon closing rib and outboard pylon closing rib of an aeroplane, accomplished before 28 May 2024 [the effective date of the original issue of this AD] in accordance with the instructions of SB A380-28-8072 at original issue or Revision 01, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Parts Installation:

- (6) DELETED

Ref. Publications:

Airbus SB A380-28-8072 original issue dated 07 January 2021, or Revision 01 dated 10 May 2023, or Revision 02 dated 21 March 2024.

Airbus SB A380-28-8073 original issue dated 07 January 2021.

Airbus RDAF 81233570/016/2023 dated 12 June 2023.

Airbus RDAF 81233570/021/2023 dated 30 June 2023.

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. The original issue of this AD was posted on 09 April 2024 as PAD 24-041 for consultation until 07 May 2024. No comments were received during the consultation period.
- 3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](https://easa.europa.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, or E-mail: account.airworth-A380@airbus.com.

