



Airworthiness Directive

AD No.: 2025-0194
[Correction: 15 September 2025]
Issued: 10 September 2025

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: 24 September 2025

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Primary System Flight Control Computer – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A380-841 and A380-842 aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected FCGU: Primary (PRIM) flight control and guidance unit (FCGU) H3 hardware having Part Number (P/N) LA8P00200HL0202, or PRIM FCGU H5 hardware having P/N LA8P00400HL0404.

Affected FCGU software standard: FCGU software standard having P/N ABF23A8P0EL200D (P13.5H3 - Batch 7) loaded in PRIM FCGU H3 hardware P/N LA8P00200HL0202 or FCGU software standard having P/N ABF26A8P0EL250D (P13.5H5 - Batch 7) loaded in PRIM FCGU H5 hardware P/N LA8P00400HL0404.

Improved FCGU software standard: FCGU software having P/N ABF20A8P0FL200D (P13.6H3) loaded in PRIM FCGU H3 hardware P/N LA8P00200HL0202 or FCGU software having P/N ABF25A8P0FL250D (P13.6H5) loaded in PRIM FCGU H5 hardware P/N LA8P00400HL0404.



The SB: Airbus Service Bulletin (SB) A380-27-8076.

Reason:

Concurrent thrust reduction to idle on two engines during take-off was reported. The event occurred after lift-off during a training flight when the crew selected the thrust levers from take-off/go-around (TOGA) to climb detent below the thrust reduction altitude. Subsequent investigation determined that the PRIM FCGU provided erroneous soft go-around (SGA) command with a valid and reliable SGA thrust target.

This condition, if not corrected, could lead to additional cases of uncommanded thrust reduction during SGA on aeroplanes equipped with Rolls-Royce RB211 Trent 900 engines, resulting in potential reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing instructions to introduce improved PRIM FCGU software standard.

For the reasons described above, this AD requires modification of the aeroplane by installing PRIM FCGU P13.6H3 or P13.6H5 software standard version, as applicable.

This AD is re-issued to correct typos in the P/N references of the PRIM FCGU H3 and the PRIM FCGU H5 quoted in the Affected FCGU definition.

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 9 months after the effective date of this AD, modify each affected FCGU by installing the applicable improved FCGU software standard in accordance with the instructions of the SB.

Alternative Method:

- (2) Replacing each affected PRIM FCGU on an aeroplane by a PRIM FCGU having the applicable improved FCGU software standard installed is an acceptable method to comply with the requirement of paragraph (1) of this AD for that aeroplane.

Concurrent Requirement:

- (3) From the effective date of this AD, modification of an aeroplane in accordance with the instructions of the Airbus SB A380-42-8035 is allowed, provided that concurrently with that modification, the aeroplane is modified in accordance with the instructions of the SB.

Parts Installation:

- (4) After modification of an aeroplane as required by paragraph (1), or as specified by paragraph (2) or (3), of this AD, installation of an FCGU software standard in that aeroplane is allowed, provided that the FCGU software standard is an improved or later approved FCGU software standard.



Ref. Publications:

Airbus Service Bulletin (SB) A380-27-8076 original issue dated 09 July 2025.

The use of later approved revisions of the above-mentioned document 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 31 July 2025 as PAD 25-117 for consultation until 28 August 2025. 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 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 – 11AN (Airworthiness Office) or E-mail: account.airworth-A380@airbus.com.

