



## Airworthiness Directive

**AD No.:** 2020-0232

**Issued:** 26 October 2020

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:** 09 November 2020

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2019-0216 dated 02 September 2019.

## ATA 05 – Time Limits / Maintenance Checks – Damage Tolerant Airworthiness Limitation Items – Airworthiness Limitations Section Part 2 – Amendment

### Manufacturer(s):

Airbus

### Applicability:

Airbus A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

### Definitions:

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

**The ALS:** Airbus A380 Airworthiness Limitations Section (ALS) Part 2 Revision 09.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For aeroplane operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**New and/or more restrictive tasks:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.



**Reason:**

The airworthiness limitations for the Airbus A380 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A380 ALS document(s). The Damage Tolerant (DT) Airworthiness Limitation Items (ALI) are published in ALS Part 2. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2019-0216 to require accomplishment of all DT ALI maintenance tasks as described in ALS Part 2 at Revision 08.

Since that AD was issued, Airbus published the ALS, introducing new and/or more restrictive tasks, including those published through Variation 8.1, and changes related to Full Scale Fatigue Test analysis, Maintenance Escalation package and Parametric Study. The ALS also includes changes related to minor modifications which introduce relaxation of airworthiness limitations or improvements on Nose Fuselage, Centre Fuselage and Centre Wing Box.

For the reason described above, this AD retains the requirements of EASA 2019-0216, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks:**

- (1) From the effective date of this AD, within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration:

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

**Corrective Action(s):**

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

**AMP Revision:**

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

**Credit:**

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks as specified in a previous revision of ALS Part 2, that action ensures the continued accomplishment of those tasks and limitations.



Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

#### **Recording AD Compliance:**

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

#### **Ref. Publications:**

Airbus A380 ALS Part 2 Revision 09 dated 15 July 2020.

The use of later approved variations or revisions of this 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 22 September 2020 as PAD 20-144 for consultation until 20 October 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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 – IIANA (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).

