



Airworthiness Directive

AD No.: 2023-0024

Issued: 26 January 2023

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: 09 February 2023

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Frame 99 to 104 Shear Ties and Mouse Holes – Inspection

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 definition apply:

The Variation: Airbus A380 Airworthiness Limitations Section (ALS) Part 2 Damage Tolerant Airworthiness Limitation Items (DT-ALI) Revision 10 Variation 10.1.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

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



Reason:

The DT-ALI for the Airbus A380, which are approved by EASA, are currently defined and published in the Airbus A380 ALS Part 2 document. These instructions have been identified as mandatory for continued airworthiness.

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

EASA previously issued AD 2022-0106 to require the actions described in Airbus A380 ALS Part 2 Revision 10.

Since that AD was issued, Airbus published the Variation, as defined in this AD, which introduces new detailed inspections (task 535100-00001-03A) of the shear ties and mouse holes at fuselage frame (FR) 99 to FR 104 between stringer (STR) 8, left-hand side, and STR 8, right-hand side. At the same time, the Variation deletes tasks 535100-00001-01A and 535100-00001-02A.

For the reason described above, this AD requires accomplishment of the actions specified in the Variation. EASA AD 2022-0106 is not superseded by this AD.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, within the thresholds and intervals, accomplish the maintenance task as specified in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

The introduction of the Variation invalidates the instructions of DT-ALI tasks 535100-00001-01A and 535100-00001-02A specified in Airbus A380 ALS Part 2 Revision 10, as required by EASA AD 2022-0106.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of the 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 maintenance task and associated thresholds and intervals described in the Variation, as applicable to aeroplane model and depending on aeroplane configuration.

Recording AD compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) of this AD, as applicable, that action ensures continued accomplishment of the actions as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as



required by paragraph (3) 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 DT-ALI Revision 10 Variation 10.1 dated 01 December 2022.

The use of later approved revisions of the above-mentioned document, or of an ALS revision which includes the technical content of the Variation, 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 21 December 2022 as PAD 22-181 for consultation until 18 January 2023. No comments were received during the consultation period.
2. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. 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.
4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – 1IANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

