



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-141

Issued: 25 July 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A380 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2018-0096 dated 24 April 2018.

ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitations Items – ALS Part 1 – 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 1, Revision 11.

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 affected A380 aeroplanes registered in Europe, 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 A380 ALS document(s). The Safe Life Airworthiness Limitation Items are specified in ALS Part 1.

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

Previously, EASA issued AD 2018-0096 to require accomplishment of all maintenance tasks as described in ALS Part 1 at Revision 10.

Since that AD was issued, Airbus published the ALS, introducing new and/or more restrictive tasks.

For the reason described above, this AD retains the requirements of EASA AD 2018-0096, 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 and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration (see Note 1 of this AD).

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

Aircraft Maintenance Programme (AMP) Revision:

- (2) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (3) For an AMP that, on the effective date of this AD, is already updated to incorporate the tasks as specified in ALS Part 1 at Revision 10, 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 more restrictive limitations, as applicable to aeroplane model and depending on aeroplane configuration, as defined in, and 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 more restrictive limitations, as applicable to aeroplane model and depending on aeroplane configuration, as defined in the ALS, into the AMP to comply with paragraph (2) of this AD.

Recording AD compliance:

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (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 1 Revision 11 dated 28 May 2019.

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

Remarks:

1. This Proposed AD will be closed for consultation on 22 August 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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 PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus – EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, E-mail: account.airworth-A380@airbus.com.

