



Airworthiness Directive

AD No.: 2025-0270

Issued: 02 December 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: 16 December 2025

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Leading Edge Devices / Slats and Droop Noses – Identification

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

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

Affected parts: Wing leading edge, both left-hand (LH) and right-hand (RH) sides, droop nose 1 (slat 1 inboard), droop nose 2 (slat 1 outboard), slat 2, slat 3, slat 4, slat 5, slat 6 and slat 7.

The SB: Airbus Service Bulletin (SB) A380-57-8278.

The updated IPC: Illustrated Part Catalogue (IPC) revision dated 01 March 2024 or later.

Serviceable parts: Affected parts eligible for installation on an aeroplane in accordance with approved Airbus maintenance instructions and listed in the updated IPC.

Groups: Group 1 aeroplanes are those having MSN 0133, 0134, 0136 through 0138 (inclusive), 0141 through 0143 (inclusive), MSN 0145, 0147, 0150, 0160, 0165, 0166, 0168 through 0172 (inclusive), 0174 through 0177 (inclusive), 0180, 0181, 0186 through 0189 (inclusive), 0191, 0193, 0195, 0197 through 0199 (inclusive), 0217 through 0224 (inclusive), 0232 through 0240 (inclusive), 0248 through 0250 (inclusive), 0252, 0254, 0256 through 0261 (inclusive), 0264 and MSN 0267 through 0272 (inclusive). Group 2 are all other aeroplanes.

Reason:

Incorrect information about slat assembly interchangeability was identified in the IPC of the aeroplane.

This condition, if not detected and corrected, could lead to installation of non-compliant affected parts on an aeroplane, resulting in reduced margin of load carrying capability of the affected structures.

To address this potential unsafe condition, Airbus issued the SB providing instructions to identify the affected part and issued the updated IPC correcting the references.

For the reasons described above, this AD requires a one-time identification of the affected part(s) Part Numbers (P/Ns) and, depending on the result of that identification, corrective action.

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:

Identification:

- (1) For Group 1 aeroplanes: Within 36 months after the effective date of this AD, identify the P/N of each affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the identification as required by paragraph (1) of this AD, it is determined that the P/N of any affected part is not consistent with the P/Ns listed in the updated IPC, as defined in this AD, within 50 flight cycles replace the identified not consistent affected part with a serviceable part in accordance with approved Airbus maintenance instructions.

Parts Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided that the P/N of that part is consistent with that specified in the updated IPC, as defined in this AD.

Ref. Publications:

Airbus SB A380-57-8278 original issue dated 27 June 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 17 October 2025 as PAD 25-159 for consultation until 14 November 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
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 – 1IAN (Airworthiness Office) or E-mail: account.airworth-A380@airbus.com.

