



Airworthiness Directive

AD No.: 2025-0115

Issued: 16 May 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: 30 May 2025

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2022-0218 dated 08 November 2022, and EASA AD 2024-0099 dated 06 May 2024.

ATA 25 – Equipment / Furnishings – Fuselage / Belly Fairing Mounted Emergency Evacuation Escape Slides – Inspection / Replacement

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 AOT: Airbus Alert Operators Transmission (AOT) A25R031-24 Revision 01.

The ASB: Collins Aerospace (Vendor) Alert Service Bulletin (ASB) 103004-7-8-25-A543 Issue 01.

The replacement ASB: Collins Aerospace (Vendor) ASB 103004-7-8-25-A548.

Affected part(s): All fuselage and belly fairing mounted slides, having Part Number (P/N) 103004-xxx, P/N 103007-xxx or P/N 103008-xxx, where 'xxx' represents a numerical sequence, and having a serial number (s/n) as specified in and as listed in Table 2 of the ASB, as defined in this AD, and/or in one of Tables 1 till 4 of the replacement ASB, as defined in this AD; (see also the defined 'Groups').



Note 1: Following replacement of the inflatable assembly with a new one, any fuselage and belly fairing mounted slide is reidentified with a new date of manufacturing (DOM) and a new s/n.

Serviceable part(s): Fuselage and belly fairing mounted slides, eligible for installation in accordance with Airbus instructions, which are not an affected part; or a Community 2a, Community 2b or Community 2c affected part, as defined in this AD, which has not exceeded 36 months since last overhaul.

Groups:

‘Community 1’ affected parts are those identified as such in the replacement ASB.

‘Community 2a’ affected parts are those identified as such in the replacement ASB and which are not Community 3.

‘Community 2b’ affected parts are those identified as such in the replacement ASB and which are not Community 3.

‘Community 2c’ affected parts are those which have a s/n listed in Table 2 of the ASB and which are not a Community 2a, 2b or 3.

‘Community 3’ affected parts are those identified as such in the replacement ASB, which were last overhauled before 01 January 2021 and of which the inflatable was on-wing exposed to long time aeroplane parking and storage (P&S) for more than 185 days.

Reason:

Occurrences were reported in 2022 where, during overhaul of Airbus A380 emergency slides after return to service following a longer parking / storage period, locally, seams opened during accomplished proof pressure testing (PPT) of the inflatable assemblies. Although the investigation is still on-going, it is suspected that the environmental conditions during parking / storage are the key contributing factors for the adhesive degradation of the seams of certain inflatable slides (door-mounted slides are not affected). In particular, extended exposure to a combination of moisture (from condensation during previous flight operations) and high temperatures, during parking / storage of the aeroplane or an individual emergency slide unit, is assumed to be the root cause for the adhesive degradation and opening of seams of the inflatable structure of certain slides, which increases with the parking / storage time.

This condition, if not corrected, could lead to a loss of air holding capability of a slide which, in case of an emergency, would prevent the timely evacuation of all passengers from the aeroplane, possibly resulting in injury to, or death of, occupants.

To address this potential unsafe condition, Airbus issued AOT A25R025-22, providing instructions for replacement of certain fuselage and belly fairing mounted slides, and consequently EASA issued AD 2022-0218, requiring replacement of certain affected slides and prohibiting (re)installation of affected parts.

After that AD was issued, (again) separated seams were found during PPT on other (unrepaired) locations by slides which had been previously repaired during accomplished overhaul after replacement in accordance with the instructions of AOT A25R025-22, respectively Collins Aerospace (Vendor) SB 103004-7-8-25-A527. Therefore, the accomplished repairs of separated seams during overhaul cannot any longer be considered an effective corrective action for the determined potential unsafe condition.



Consequently, Airbus published AOT A25R031-24 at original issue, referring to Collins Aerospace (Vendor) ASB 103004-7-8-25-A543 at original issue, to give additional (renewed) instructions for replacement of certain affected parts, defined as 'Community 1' affected parts, and to introduce a repetitive inspection, in combination with a reduced time between overhaul (TBO) of 36 months, for all other affected parts (defined as 'Community 2'). Thereafter, EASA issued AD 2024-0099 to require replacement of certain affected parts with serviceable parts, as defined in that AD, and repetitive inspections of the other affected parts. In addition, that AD prohibited the installation of 'Community 1' affected parts.

Since that AD was issued, reported inspection results indicate the need to replace all affected parts, except the Community 2c affected parts, as defined in this AD. Therefore, Airbus published the AOT, as defined in this AD, which refers to both, the (revised) ASB and the (new) replacement ASB, which Collins Aerospace has additionally published to amend the identification of the affected parts and to give instructions for replacement.

For the reason described above, this AD retains the initial requirements from AD 2022-0218, for replacement of installed Community 1 affected parts, and most of the requirements of EASA AD 2024-0099, which are both superseded, requiring in addition replacement of all Community 2a, 2b and Community 3 affected parts, as defined in this AD.

This AD is still considered to be an interim action and further AD action may follow.

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:

Replacement:

- (1) For aeroplanes which have a Community 1 affected part installed: Within 5 months after the effective date of this AD, replace each Community 1 affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the AOT.
- (2) For aeroplanes which have a Community 2a, 2b and/or Community 3 affected part installed: Within the compliance time specified in Table 1 of this AD, as applicable, replace each Community 2a, 2b and Community 3 affected part with a serviceable part in accordance with the instructions of the AOT (see Note 2 of this AD).

Note 2: For the purpose of this AD, where the AOT refers for the compliance time to 'from AOT effectivity date', this must be read as 'from the effective date of this AD'.

Table 1 – Compliance Times for Replacement of Slides

Community	Compliance Time
2a	Within 19 months after the effective date of this AD
2b	Within 31 months after the effective date of this AD
3	Before next flight after the effective date of this AD



Inspection(s):

- (3) For aeroplanes which have a Community 2a, 2b, or 2c affected part installed: Within 4 months after 20 May 2024 [the effective date of EASA AD 2024-0099], or within 36 months since last overhaul of that affected part, whichever occurs later, and, thereafter, at intervals not to exceed 36 months, accomplish a PPT and air retention test on each Community 2a, 2b and 2c affected part in accordance with the instructions of section 3. C. (3) of the ASB.

Corrective Action(s):

- (4) If, during any test as required by paragraph (3) of this AD, any discrepancy, as defined in the ASB, is detected, before next flight accomplish the applicable corrective action in accordance with the instructions of section 3. C. (3) of the ASB.

Credit:

- (5) Inspection(s) and corrective action(s) accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of Collins Aerospace (Vendor) ASB 103004-7-8-25-A543 at original issue are acceptable to comply with the initial requirements of paragraphs (3) and (4) of this AD for that aeroplane.

Terminating Action(s):

- (6) Replacement on an aeroplane of all Community 2a, 2b or 2c affected parts with a serviceable part which is not a Community 2a, 2b or 2c affected part, constitutes terminating action for the repetitive inspections as required by paragraph (3) of this AD for that aeroplane, provided that, thereafter, no Community 2a, 2b or 2c affected parts are reinstalled on that aeroplane.

Part(s) Installation:

- (7) From the effective date of this AD, do not install on any aeroplane a Community 1 or Community 3 affected part.
- (8) From the effective date of this AD, it is allowed to install on any aeroplane a Community 2a, 2b or 2c affected part, provided it is a serviceable part (as defined in this AD) and that, following installation, it is inspected as required by this AD.

Ref. Publications:

Airbus AOT A25R031-24 original issue (Revision 00) dated 05 April 2024, or Revision 01 dated 14 May 2025.

Collins Aerospace (Vendor) ASB 103004-7-8-25-A543 original issue dated 17 April 2024, or Issue 01 dated 09 May 2025.

Collins Aerospace (Vendor) ASB 103004-7-8-25-A548 original issue dated 09 May 2025.

The use of later approved revisions of the above-mentioned documents 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 13 June 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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 - EIANA (Airworthiness Office), Telephone: +33 562 110 253, Fax: +33 562 110 307, or E-mail: account.airworth-A380@airbus.com.

