



Airworthiness Directive

AD No.: 2025-0212

Issued: 24 September 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: 01 October 2025

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Wing Rear Spars – Inspection

Manufacturer(s):

Airbus

Applicability:

A380-841, A380-842 and A380-861 aeroplanes, manufacturer serial numbers (MSN) 194, 204, 205, 206, 215, 232, 236, 239, 248, 249, 256, 257, 258, 259, 260, 261, 262, 263, 264, 266, 267, 268 and 269.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A380-57-8263 Revision 01.

Wing ORS: Wing outer rear spar (ORS) top and bottom flanges between rib 33 and rib 49, left wing and right wing.

Groups: Group 1 are aeroplanes MSN 204, 205, 206, 232, 236, 239, 248, 258 and 259.

Group 2 are aeroplanes MSN 249, 256, 257 and 260.

Group 3 are aeroplanes MSN 261, 264, 267, 268 and 269.

Group 4 are aeroplanes MSN 194, 215, 262, 263 and 266.



Applicable wing box assembly date: The date of wing box assembly, as applicable to MSN, listed in the relevant Appendices of the SB.

Reason:

Occurrences were reported of finding cracks in wing ORS of several A380 aeroplanes.

This condition, if not detected and corrected, could reduce the structural integrity of the affected wing.

To address this potential unsafe condition, Airbus issued instructions for special detailed inspection (SDI) and EASA issued AD 2024-0191, requiring accomplishment of those inspections and, as applicable, corrective action.

Prompted by further analysis of recent wing ORS inspection results, it was determined that on certain aeroplanes the wing ORS inspection must be accomplished at prompter compliance time than the one defined in AD 2024-0191.

For the reason described above, this AD requires repetitive inspections of wing ORS and, depending on findings, corrective actions.

EASA AD 2024-0191 is not superseded by this AD.

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:

Inspection:

- (1) Within the compliance time as identified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 36 months, accomplish an SDI of each wing ORS, as defined in this AD, in accordance with the instructions of the SB.

Where the SB refers to the Airbus Non Destructive Test Manual (NTM), this AD requires to refer to Airbus NTM revision date September 2025 or later.

Table 1 – Compliance Time

Groups	Compliance Time (after the effective date of this AD)
Group 1	Within 2 months
Group 2	Within 4 months
Group 3	Within 8 months
Group 4	Within 15 months, but not exceeding 138 months since the applicable wing box assembly date

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.



Terminating Action:

- (3) Accomplishment of corrective actions on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in those instructions.

Reporting:

- (4) Within 30 days after each inspection as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus.

Related AD:

- (5) Accomplishment on an aeroplane of the inspection, corrective actions and reporting, as applicable, as required by this AD, constitutes compliance with the requirements for wing ORS inspection, wing ORS repair and reporting, as applicable, as required by paragraphs (1), (2) and (6) of EASA AD 2024-0191 for that aeroplane (see Note 1 of this AD).

Note 1: The requirements for wing OFS and the wing OIFS inspection, repair and related reporting, as defined in EASA AD 2024-0191, are not affected by this AD.

Ref. Publications:

Airbus SB A380-57-8263 Revision 01 dated 31 January 2022.

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. 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 22 October 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 – 1IAN (Airworthiness Office) or
E-mail: account.airworth-A380@airbus.com.

