



Airworthiness Directive

AD No.: 2026-0030

Issued: 26 February 2026

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: 12 March 2026

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Movable Flap Track Fairings 2 and 5 / Forward Attachments – Inspection

Manufacturer(s):

Airbus

Applicability:

A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers, except those on which the Airbus modifications 76299, 76300, 76301, 76301, 76301, 76302 and 76303 have (all) been incorporated during production; or on which Airbus SB A380-57-8141 is incorporated in service.

Definitions:

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

The inspection SB: Airbus Service Bulletin (SB) A380-57-8280.

The modification SB: Airbus SB A380-57-8141 Revision 01.

Affected parts: The forward (FWD) attachments of the movable wing flap track fairings 2 and 5 on the left-hand (LH) and right-hand (RH) side.



Reason:

Excessive vibrations and general changes in loads at the wing trailing edge were observed during A380 flight tests. Subsequent investigation that the aerodynamic loads generated by the trailing edge are different than those considered during initial certification, lead to different loads transmitted to the X-Z stops of some flap track fairings, which may over time compromise the structural capability of especially the X-Z stops of the LH and RH movable wing flap track fairings 2 and 5, and cause damage to the FWD and aft attachments hereof.

This condition, if not detected and corrected, could lead to structural failure and subsequent detachment of an affected fairing, which may possibly impact and damage a flight control surface, resulting in reduced control of the aeroplane and/or injury of people on the ground.

To address this potential unsafe condition, Airbus issued the inspection SB, as defined in this AD, providing repetitive inspection instructions of the affected parts, as defined in this AD. Airbus also issued modification SB A380-57-8141 at original issue (Revision 00), introducing reinforcement of the structure of the affected fairings 2 and 5, as possible terminating action for the required repetitive inspections of the FWD attachment areas. This modification SB was later revised (Revision 01), to include additional instructions for (re-)identification of the reinforced flap track fairings 2 and 5 after accomplishment of the modification.

For the reasons described above, this AD requires repetitive inspections of the affected parts and, depending on findings, accomplishment of the applicable corrective action(s). This AD also introduces an optional terminating action(s) for the repetitive inspections required 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(s):

- (1) Within 8 200 flight cycles (FC) since first flight and, thereafter at intervals not to exceed 400 FC, inspect each affected part in accordance with the instructions of the inspection SB (see Note 1 of this AD).

Note 1: Inspection of the different affected parts may be performed during different maintenance interventions, provided that the required initial inspection and the following repetitive inspections of each affected part are accomplished within the compliance time as defined in paragraph (1) of this AD.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the inspection SB, is found, within the compliance time specified in the inspection SB, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.



Terminating Action(s) / Optional Modification(s):

- (3) Accomplishment on an aeroplane of the applicable corrective action(s), 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.
- (4) Modification of an affected part in accordance with the instructions of the modification SB, as defined in this AD, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that part.
- (5) Modification of an affected part, accomplished before the effective date of this AD, in accordance with the instructions of Airbus SB A380-57-8141 at original issue (Revision 00) is acceptable to comply with the requirements of paragraph (4) of this AD for that affected part.
- (6) Modification of all (4) affected parts on an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A380-57-8280 original issue dated 24 September 2025.

Airbus SB A380-57-8141 original issue (Revision 00) dated 31 October 2018, or Revision 01 dated 09 September 2020.

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. This AD was posted on 19 December 2025 as PAD 25-198 for consultation until 16 January 2026. No comments were received during the consultation period.
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.

