



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-198

**Issued:** 19 December 2025

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 S.A.S.

**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:** None

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

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**Manufacturer(s):**

Airbus

**Applicability:**

A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers.

**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 the modification SB, as defined in this AD, 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.

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

- (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 constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that part.
- (5) 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 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. This Proposed AD will be closed for consultation on 16 January 2026
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, 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](mailto:account.airworth-A380@airbus.com).

