

## Airworthiness Directive

**AD No.:** 2025-0280**Issued:** 11 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:** 18 December 2025**TCDS Number(s):** EASA.A.110**Foreign AD:** Not applicable**Supersedure:** None

### ATA 57 – Wings – Wing Mid Spars – Inspection

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**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) A57R027-25.**Affected parts:**

- Wing Mid Rear Spar (MRS), between ribs 17 and 33, left-hand (LH) and right-hand (RH) sides;
- Wing Inner Mid Front Spar (IMFS), between ribs 14 and 29, LH and RH sides;
- Wing Outer Mid Front Spar (OMFS), between ribs 29 and 38, LH and RH sides.

**Reason:**

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

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

To address this potential unsafe condition, Airbus issued the AOT, as defined in this AD, to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the affected parts, as defined in this AD, and, depending on findings, accomplishment of corrective action(s) and reporting.

Note: The AOT provides also instructions for inspections of other wing spars than the affected parts; those other spars are however not subject of 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) From the effective date of this AD, before return to service after each storage lasting more than 12 months, or within 39 months after the effective date of this AD, whichever occurs first, and, thereafter, at intervals not to exceed 36 months, inspect each affected part in accordance with the instructions of the AOT.

#### **Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the AOT, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT; or, before next flight, contact Airbus for approved repair instructions and, within the compliance time indicated therein, accomplish that repair and related specified post-repair inspections, as applicable, accordingly.

#### **Terminating Action:**

- (3) Accomplishment of a repair of an affected part, as required by paragraph (2) of this AD, on an aeroplane, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that affected part of that aeroplane, unless specified otherwise in the Airbus repair instructions, as applicable.

#### **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, in accordance with the reporting instructions in the AOT.

#### **Ref. Publications:**

Airbus AOT A57R027-25 original issue dated 04 November 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 05 November 2025 as PAD 25-170 for consultation until 03 December 2025. 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](mailto: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](mailto:account.airworth-A380@airbus.com).

