European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0216

Issued: 11 November 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: 18 November 2026

TCDS Number(s): EASA.A.110

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2026-0119-E dated 22 June 2026.

ATA 57 – Wings – Wing Mid Spars – Inspection

Manufacturer(s):
Airbus

Applicability:
A380-841, A380-842 and A380-861 aeroplanes, all manufacturer serial numbers (MSN).

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

The AOT: Airbus Alert Operators Transmission (AOT) A57R030-26.

Groups:
Group 1 are aeroplanes having MSN 190, 202, 203, 209 and 228.
Group 2 are aeroplanes having MSN 30, 42, 55, 56, 105, 142, 184, 187, 208, 227 and 234.
Group 3 are aeroplanes having MSN 57, 77, 103, 191, 226, 229, 240 and 241.
Group 4 are aeroplanes which are not Group 1, Group 2 nor Group 3 aeroplanes.

Reason:
EASA issued several ADs requiring inspection of A380 wing spars. Following the identification of an unexpected level of findings on an A380, Airbus identified a potential unsafe condition.
This condition, if not detected and corrected, could reduce the structural integrity of the wing.

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To address this potential unsafe condition, Airbus determined that an additional special detailed inspection has to be accomplished. Consequently, EASA issued 2026-0119-E to require operators to contact Airbus for inspection instructions, accomplishment of those inspections and reporting of inspection results.

Since that AD was issued, it was determined that additional MSNs may be affected by the same potential unsafe condition. Further analysis identified the need for updated inspection requirements. Consequently, Airbus issued the AOT referenced in this AD.

For the reason described above, this AD retains the requirements of EASA Emergency AD 2026-0119-E, which is superseded, with expanded Applicability, by including additional MSNs, and introducing amended inspection requirements.

This AD is considered 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:

Inspection(s):

(1) For Group 1, Group 2 and Group 3 aeroplanes: Within the compliance time as identified in Table 1 of this AD, as applicable, inspect the Wing Mid Spars in accordance with the instructions specified in Table 1 of this AD.

Table 1 – Compliance time

Groups	Compliance Time	Applicable Instructions
1	Before next flight after 24 June 2026 [the effective date of EASA AD 2026-0119-E]	Contact Airbus for instructions for special detailed inspection (see Note 1 of this AD)
2	Within 25 Flight Cycles (FC) after 24 June 2026 [the effective date of EASA AD 2026-0119-E]	
3	Before 31 January 2027	The AOT

Note 1: Inspections on Group 1 and Group 2 aeroplanes accomplished before the effective date of this AD in accordance with received instructions from Airbus, are an acceptable method to comply with the requirement (1) of this AD.

(2) For Group 1 aeroplanes: For the initial inspection, a ferry flight (up to 3 FC, non-ETOPS, no passengers) is permitted to position the aeroplane to a location where the inspection can be accomplished.

(3) For all aeroplanes: From the effective date of this AD, before return to service (RTS) of an aeroplane after each storage lasting more than 12 months, inspect the Wing Mid Spars in accordance with the instructions of the AOT.

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(4) For all aeroplanes: Within 36 months after RTS of an aeroplane after the inspection as required by paragraph (1) or (3) of this AD, as applicable, but not later than 42 months after the start of that inspection and, thereafter, at intervals not exceeding 36 months after RTS following the previous inspection, but not later than 42 months after the start of that previous inspection, inspect the Wing Mid Spars in accordance with the instructions of the AOT.

Corrective Action(s):

(5) If, during any inspection as required by paragraph (1), (3) or (4) of this AD, any discrepancy is detected, before next flight, contact Airbus for applicable repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

Reporting:

(6) For all aeroplanes: Within 30 days after the inspection as required by paragraph (1), (3) or (4) of this AD, or after the effective date of this AD, whichever occurs later, report the inspection results, including no findings, to Airbus. The AOT provides instructions for this reporting, which are acceptable for compliance with this requirement.

Credit:

(7) For Group 1 and Group 2 aeroplanes: The following AMOCs (Alternative Methods of Compliance) approved by EASA for Emergency AD 2026-0119-E, namely: 10090283, 10090413, 10090482, 10090490, 10090491, 10090496, 10090638, 10090637 and 10091090, do remain valid for this AD. Any statements to the contrary in any of these approvals are hereby nullified.

Ref. Publications:

Airbus AOT A57R030-26 original issue dated 06 November 2026.

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 09 December 2026. 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

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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.

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