



Doric Update

Doric Aviation

10th January 2012

Airbus A380 News

Recent Findings of Wing Cracks on a Limited Number of A380s

Doric has confirmed with the European Aviation Safety Agency (EASA) and with Airbus that minor cracks, less than one centimetre long, found on some non-critical wing rib-skin attachments on a limited number of A380 aircraft do not pose a safety issue. Their origin has been traced and Airbus has, in co-ordination with EASA, developed an inspection and (where necessary) a repair procedure which will be performed during routine, scheduled four-year maintenance checks.

Airbus continues to work on issuing a Service Bulletin for the aircraft not yet inspected. EASA is not planning to publish any official statement or issue an Airworthiness Directive at present as there is no need for it given that this does not affect the safety and/or the performance of the aircraft.

Airbus has informed all A380 operators. It has been reported that five A380 aircraft have been affected: two operated by Singapore Airlines, one operated by Qantas and two Airbus test aircraft. Airbus expects no adverse impact on the useful life of the aircraft.

Follow-up by Doric Asset Finance

As a part of its regular surveys, Doric's Asset Management Team will oversee and review the findings and repair activities in relation to these cracks during the scheduled maintenance checks of its A380 fleet under management and will report if there are significant new developments.

A380 Fleet and Recent Orders

On 6 January 2012, Hong Kong Airlines announced its order for ten Airbus A380s worth up to USD 3.8 billion, with aircraft deliveries due to start in 2015.

In 2011, Airbus won firm orders from South Korean Asiana Airlines as well as from the Japanese low-cost carrier Skymark Airlines, each of them ordering six A380 aircraft. In addition, Qatar Airways ordered five superjumbos and Deutsche Lufthansa added a firm order of two additional A380s.

The current A380 fleet comprises 66 aircraft operated by Emirates (20 A380 aircraft), Singapore Airlines (14), Qantas (11), Deutsche Lufthansa (8), Air France (6), Korean Airways (5) and China Southern Airlines (2). The A380 order backlog currently stands at 176 units.¹



¹Source: Ascend, 9th January 2012

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