Airworthiness Directive

AD No.: 2026-0209

Issued: 03 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):

A300-600, A310 and A300-600ST aeroplanes

Effective Date: 17 November 2026

TCDS Number(s): EASA.A.172 and EASA.A.014

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Main Landing Gear Attachment / Rib 5 Forward Lug – Inspection(s)

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 B4-603, A300 B4-605R, A300 B4-622, A300 B4-622R, A300 C4-605R variant F, A300 F4-605R and A300 F4-622R aeroplanes, all manufacturer serial numbers (MSN);

A310-203, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all MSN;

A300 F4-608ST aeroplanes, having MSN 0001 through 0005 (inclusive).

Definitions:

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

Affected part: Forward (FWD) lug of main landing gear (MLG) Rib 5 on both the left-hand (LH) and right-hand (RH) sides.

The SB: Airbus Service Bulletin (SB) A300-57-6126 (for A300-600 aeroplanes), SB A310-57-2109 (for A310 aeroplanes) and SB A300-57-9038 (for A300 F4-608ST aeroplanes), as applicable to affected aeroplane model and type.

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Groups:
Group 1 aeroplanes are (see Note 1 of this AD):
A300-600 aeroplanes that:

- have been repaired in accordance with the Airbus Repair Instruction (RI) R572-40221 Issues A to G, or RI R572-40425 Issues A to D; or
- are equipped with MLG Rib 5 listed in Appendix 1 of this AD installed in accordance with the Airbus RI R572-40215 at Issue A to H;

or

- have not embodied SB A300-57-6106 Revision (Rev) 4 (modification (mod) 13348+13732).

A310 aeroplanes that:

- have been repaired in accordance with the instructions of Airbus RI R572-49121 Issues A to D, or R572-49389 Issues A to D; or
- are equipped with MLG Rib 5 listed in Appendix 2 of this AD installed in accordance with the Airbus RI R572-49327 at Issue A to C;

or

- have not embodied Airbus SB A310-57-2090 Rev 4 (mod 13329+13733).

A300 F4-608ST aeroplanes.

Note 1: The LH and RH MLG Rib 5 configurations shall be assessed independently and may not be identical. An aeroplane belongs to Group 1 if the Group 1 configuration defined above exists on at least one side (LH or RH). As a result, inspection applicability may differ between the two sides.

Group 2 are aeroplanes which are not Group 1 aeroplanes (see Note 2 of this AD).

Note 2: There is no Group 2 for A300 F4-608ST aeroplanes.

Reason:
During in-service inspections, cases of corrosion damage and cracking were found at the MLG Rib 5 forward lug bore. Subsequent investigations identified additional occurrences of corrosion in repaired MLG Rib 5 mid-bore area between lugs bushes. In several cases, corrective actions required bore oversizing and, where the damage exceeded repair limits, replacement of the Gear Rib assembly. These findings indicate that corrosion can initiate and propagate within the lug mid-bore area between the bushes as a result of trapped grease, leading to cracking of the lug structure.

Airbus is continuing to monitor the in-service fleet and is developing a terminating design solution for the MLG Rib 5 aft bearing FWD lug with previously implemented bore repairs. The inspection results required by this AD will support that investigation by providing additional in-service data to better characterize the extent and progression of the condition.
This condition, if not detected and corrected, could result in failure of the MLG Rib 5 lug and consequent reduction of the structural integrity of the MLG attachment structure.

To address this potential unsafe condition, Airbus issued the SB providing inspection and reporting instructions.

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

For the reasons described above, this AD requires repetitive detailed visual inspections (DVI) and, depending on findings, accomplishment of applicable corrective actions.

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 aeroplanes: Within the compliance time and, thereafter, at intervals not to exceed the repeat interval as defined in Table 1 or Table 2 of this AD, as applicable to the aeroplane model and type, accomplish a DVI of each affected part (on LH or RH side or both sides, as applicable, see Note 1 of this AD) in accordance with the instructions of the SB.

Table 1 – DVI of MLG Rib 5 FWD lug, LH and/or RH sides, as applicable, for A300-600 and A300 F4-608ST aeroplanes

	Compliance Time	Repeat Interval
	A or **B,** whichever occurs later	550 FC
A	Within 4 years from the latest removal of the MLG Rib 5 FWD lug bush	
B	Within 550 flight cycles (FC) or 24 months, whichever occurs first after the effective date of this AD	

Table 2 – DVI of MLG Rib 5 FWD lug, LH and/or RH sides, as applicable, for A310 aeroplanes

	Compliance Time	Repeat Interval
	A or **B,** whichever occurs later	775 FC
A	Within 4 years from the latest removal of the MLG Rib 5 FWD lug bush	
B	Within 775 FC or 24 months, whichever occurs first after the effective date of this AD	

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the SB, before next flight, contact Airbus for approved corrective actions instructions and, within the compliance time stated therein, accomplish those corrective actions accordingly.

Terminating Action:

(3) Accomplishment of corrective action on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane, unless stated otherwise in those approved Airbus corrective action instructions.

(4) For A300-600 Group 1 aeroplanes, that have not been repaired in accordance with the instructions of Airbus RI R572-40221 Issues A to G, or RI R572-40425 Issues A to D previously:

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Modification of the aft bearing FWD lug of the MLG Rib 5 in accordance with the instructions of Airbus SB A300-57-6106 Rev 4 (mod 13348+13732) constitutes terminating action for the repetitive DVI as required by paragraph (1) of this AD for that aeroplane.

(5) For A310 Group 1 aeroplanes, that have not been repaired in accordance with the instructions of Airbus RI R572-49121 Issues A to D, or RI R572-49389 Issues A to D previously:
Modification of the aft bearing FWD lug of the MLG Rib 5 in accordance with the instructions of Airbus SB A310-57-2090 Rev 4 (mod 13329+13733) constitutes terminating action for the repetitive DVI as required by paragraph (1) of this AD for that aeroplane.

Repair or Parts Installation:

(6) For A300-600 Group 2 aeroplanes: From the effective date of this AD, accomplishment of
- a repair on an aeroplane in accordance with the instructions of Airbus RI R572-40221 Issues A to G, or RI R572-40425 Issues A to D or
- installation of a MLG Rib 5 listed in Appendix 1 of this AD in accordance with the instructions of Airbus RI R572-40215 at issue A to H

is allowed, provided that, after that repair or installation, as applicable, the aeroplane is inspected as required by this AD for A300-600 Group 1 aeroplanes.

(7) For A310 Group 2 aeroplanes: From the effective date of this AD, accomplishment of
- a repair on an aeroplane in accordance with the instructions of Airbus RI R572-49121 Issues A to D, or RI R572-49389 Issues A to D or
- installation of a MLG Rib 5 listed in Appendix 2 of this AD in accordance with the instructions of Airbus RI R572-49327 at issue A to C

is allowed, provided that, after that repair or installation, as applicable, the aeroplane is inspected as required by this AD for A310 Group 1 aeroplanes.

Reporting:

(8) If during any DVI as required by paragraph (1) of this AD, no finding is detected, within 30 days after the inspection, report the inspection results to Airbus. Using the Inspection Report Form attached to the SB is an acceptable method to comply with this requirement.

Acceptable Method of Compliance:

(9) Accomplishment of a DVI on an affected part in accordance with the Airbus SB A310-57-2101 (for A310 aeroplanes), A300-57-6112 (for A300-600 aeroplanes) or SB A300-57-9024 (for A300-600ST aeroplanes), as applicable to aeroplane type or model, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that affected part, provided that the DVI is accomplished within the compliance time as defined in Table 1 or Table 2 of this AD, as applicable.

Ref. Publications:

Airbus SB A300-57-6126 original issue dated 10 July 2026.

Airbus SB A310-57-2109 original issue dated 16 July 2026.

Airbus SB A300-57-9038 original issue dated 16 July 2026.

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Airbus SB A300-57-6106 Rev 1 (original issue) dated 22 May 2007, or Rev 2 dated 18 June 2010, or Rev 3 dated 26 January 2012, or Rev 4 dated 24 July 2014.

Airbus SB A310-57-2090 Rev 1 (original issue) dated 22 May 2007, or Rev 2 dated 18 June 2010, or Rev 3 dated 23 January 2012, or Rev 4 dated 24 July 2014.

Airbus SB A310-57-2101 original issue dated 13 January 2012, or Rev 1 dated 21 September 2017.

Airbus SB A300-57-6112 original issue dated 13 January 2012.

Airbus SB A300-57-9024 original issue dated 13 January 2012.

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. The original issue of this AD was posted on 18 September 2026 as PAD 26-109 for consultation until 16 October 2026. The Comment Response Document can be found in the EASA Safety Publications Tool, in the 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 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 – IIAW (Airworthiness Office), E-mail: continued.airworthiness-wb.external@airbus.com.

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Appendix 1 – MLG Rib 5 Part Number (P/N) referenced in Group 1 A300-600 aeroplane definition

A572-40811-000	A572-40811-008
A572-40811-001	A572-40811-009
A572-40811-002	A572-40811-010
A572-40811-003	A572-40811-011
A572-40811-004	A572-40811-012
A572-40811-005	A572-40811-013
A572-40811-006	A572-40811-014
A572-40811-007	A572-40811-015

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Appendix 2 – MLG Rib 5 P/N referenced in Group 1 A310 aeroplane definition

A572-42487-000	A572-42487-005
A572-42487-001	A572-42487-006
A572-42487-002	A572-42487-007
A572-42487-003	A572-42487-008
A572-42487-004	A572-42487-009

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.