Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-132

Issued: 04 November 2026

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):
A300-600 and A310 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 11 – Placards and Markings - Main Deck Cargo Door Operation Limitation - Installation

ATA 52 – Doors – Main Deck Cargo Door Actuator Bearing Fittings – Inspection / Opening Prohibition

Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300 C4-605R Variant F, A300 F4-605R, A300 F4-622R all manufacturer serial numbers (MSN), and

Airbus A310-304, A310-308, A310-324 all MSN, modified in accordance with EASA STC 10013960 into freighter aeroplanes, commercially known as A310-304F, A310-308F or A310-324F, as applicable; and

Airbus A300B4-605R, A300B4-622 and A300B4-622R all MSN, modified in accordance with EASA STC 10013945 into freighter aeroplanes commercially known as A300B4-605RF, A300B4-622F or A300B4-622RF, as applicable.

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

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Affected part: Main deck cargo door (MDCD) actuator bearing fitting.

The inspection SB: Airbus Service Bulletin (SB) A300-52-6088 for A300 C4-605R Variant F, A300 F4-605R, A300 F4-622R aeroplanes; SB A310-DA-52-040 (published by Airbus Operations GmbH, acting on behalf of Airbus S.A.S.) for A310-304, A310-308, A310-324 aeroplanes modified in accordance with EASA STC 10013960; SB A300-DA-52-042 (published by Airbus Operations GmbH, acting on behalf of Airbus S.A.S.) for A300B4-605R, A300B4-622 and A300B4-622R aeroplanes modified in accordance with EASA STC 10013945.

The placard installation SB: Airbus SB A300-52-6089 for A300 C4-605R Variant F, A300 F4-605R, A300 F4-622R aeroplanes; SB A310-DA-52-039 (published by Airbus Operations GmbH, acting on behalf of Airbus S.A.S.) for A310-304, A310-308, A310-324 aeroplanes modified in accordance with EASA STC 10013960; SB A300-DA-52-041 (published by Airbus Operations GmbH, acting on behalf of Airbus S.A.S.) for A300B4-605R, A300B4-622 and A300B4-622R aeroplanes modified in accordance with EASA STC 10013945.

Reason:

Cracks were found on the MDCD actuator fitting of an aeroplane during maintenance. Further investigations identified fatigue as the root cause of the cracking.

Although it has been determined that there is no unsafe condition during flight when the cargo door is fully closed, latched, and locked, this condition, if not detected and corrected, could lead to MDCD undamped free fall from open position during MDCD operations, or during cargo loading/off-loading, resulting in injury to people on the ground.

Previously, prompted by crack findings, EASA issued AD 2024-0092 (later revised) introducing operational limitation to MDCD operations, requiring repetitive detailed visual inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus and Airbus Operations GmbH (acting on behalf of Airbus S.A.S.) issued for certain freighter aeroplanes the applicable inspection and placard installation SBs providing instructions for repetitive detailed visual inspections (DVI) and installation of a placard providing limitations for MDCD opening.

For the reasons described above, this AD requires installation of operating limitation placard and repetitive DVI. This AD also introduces opening prohibition and exceptional allowance for opening and closing procedure of the MDCD.

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:

Placard Installation:

(1) Within 13 000 flight cycles (FC) accumulated by the affected part since first installation on an aeroplane or within 330 FC after the effective date of this AD, whichever occurs later, install a MDCD opening limitation placard in accordance with the instructions of the applicable placard installation SB.

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Note 1: During the MDCD door automatic closing sequence, the door opening angle, for a short period, exceeds the 70-degree opening angle. This exceedance is acceptable and is not considered to be a deviation from the requirement of paragraph (1) of this AD.

Opening Prohibition:

(2) From the effective date of this AD do not open the MDCD door when the wind speed is equal to or greater than 74 km/h (40 kt).

(3) From th effective date of this AD, for MDCD units having accumulated more than 13 000 FC since first installation on an aeroplane, do not open intentionally the MDCD to 145° unless Airbus has been contacted beforehand and the opening is accomplished in accordance with Airbus instructions for maintenance purposes. If an MDCD is unintentionally opened beyond 70°, before next flight, contact Airbus and accomplish any applicable instructions provided by Airbus for maintenance purposes.

Inspection:

(4) Within 13 000 FC accumulated by the affected part since first installation on an aeroplane or within 330 FC after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 640 FC, accomplish a DVI of each affected part in accordance with the instructions of the applicable inspection SB.

Corrective Action(s):

(5) If, during any inspection as required by paragraph (4) of this AD any crack or damage is found, before next flight contact Airbus for approved corrective action instructions and within the compliance time indicated therein, accomplish those action(s) accordingly.

Terminating Action:

(6) Accomplishment of the corrective action(s) on an aeroplane, as required by paragraph (5) of this AD, does not constitute a terminating action for repetitive DVI, as required by paragraph (4) of this AD for that aeroplane, unless stated otherwise in those corrective action(s) instructions.

Ref. Publications:

Airbus SB A300-52-6088 original issue dated 10 March 2026.

Airbus SB A300-52-6089 original issue dated 10 March 2026.

Airbus Operations GmbH SB A310-DA-52-039 original issue dated 25 February 2026.

Airbus Operations GmbH SB A310-DA-52-040 original issue dated 25 February 2026.

Airbus Operations GmbH SB A300-DA-52-041 original issue dated 25 February 2026.

Airbus Operations GmbH SB A300-DA-52-042 original issue dated 25 February 2026.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

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Remarks:

1. This Proposed AD will be closed for consultation on 02 December 2026.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 – 1IALW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

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