Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-133

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):
A310 aeroplanes

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

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0092R1 dated 10 July 2024.

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

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A310-203, A310-221, A310-222 and A310-203C aeroplanes, all manufacturer serial numbers (MSN), manufactured in freighter model configuration; or modified in accordance with EASA Supplemental Type Certificate 10013960 (any revision), all MSN.

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

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

Serviceable part: MDCD actuator bearing fitting which is new (never installed on any aeroplane).

The AOT: Airbus Alert Operators Transmission (AOT) A52W016-24 Revision 1.

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Reason:

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

To address this potential unsafe condition, Airbus published the AOT, providing inspection instructions of the affected parts.

For the reason described above, EASA issued AD 2024-0092 (later revised), which introduced an operational limitation to MDCD operations, required repetitive detailed visual inspection (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since AD 2024-0092R1 was issued, Airbus issued Service Bulletin (SB) A300-52-6088 and SB A300-52-6089 (applicable to A300 C4-605R Variant F, A300 F4-605R and A300 F4-622R aeroplanes) and Airbus Operations GmbH (acting on behalf of Airbus S.A.S.) issued SB A310 DA-52-040 and SB A310 DA-52-039 (applicable to A310-304F, A310-308F and A310-324 aeroplanes), SB A300 DA-52-042 and SB A300 DA-52-041 (applicable to A300B4-605RF, A300B4-622F and A300B4-622RF aeroplanes) providing instructions for installation of a placard providing limitations for MDCD opening and repetitive DET instructions. Consequently, EASA published a dedicated AD (consulted as EASA PAD 26-132) requiring those actions for the applicable aeroplanes.

For the reasons described above this AD partially retains the requirements of EASA AD 2024-0092R1, which is superseded, requires installation of operating limitation placard and repetitive DET, and 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:

Operational Limitations:

(1) For aeroplanes having an affected part installed that has exceeded 13 000 flight cycles (FC) since first installation on an aeroplane:
From 26 April 2024 [the effective date of EASA AD 2024-0092], do not operate the MDCD door with opening angle exceeding 70 degrees (see Note 1 of this AD).

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.

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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.

Inspection:

(4) Within 13 000 FC accumulated by the affected part since first installation on an aeroplane or within 330 FC after 26 April 2024 [the effective date of EASA AD 2024-0092], whichever occurs later, and, thereafter, at intervals not to exceed 640 FC, accomplish a DET of each affected part in accordance with the instructions of the AOT.

Corrective Action(s):

(5) If, during any DET as required by paragraph (2) of this AD, any crack is detected on any affected part, before next flight, replace both affected parts by serviceable parts in accordance with the instructions of the AOT.

Terminating Action:

(6) Replacement of both affected parts on an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections of that affected parts as required by paragraph (2) of this AD for that aeroplane.

Credit:

(7) Inspections and replacement accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the original issue of the Airbus AOT A52W016-24 are acceptable to comply with the requirements of paragraphs (4) and (5) of this AD.

Ref. Publications:

Airbus AOT A52W016-24 original issue dated 18 March 2024, or Revision 01 dated 01 July 2024.

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

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

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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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