Airworthiness Directive

AD No.: 2026-0007

Issued: 14 January 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 aeroplanes

Effective Date: 28 January 2026

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0145 dated 31 August 2017.

ATA 32 – Landing Gear – Component Life Limit – Implementation

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Manufacturer(s):

Airbus (formerly Airbus Industrie)

Applicability:

Airbus A300 B4-203, A300 B4-2C, A300 C4-203 and A300 F4-203 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A300-32-0471.

New and/or more restrictive life limits: This includes all life limits which are identified with an 'N' (new) or with an 'R' (reduced) in the Appendix of the SB (as defined in this AD), where 'new' or 'reduced' is by reference to the life limits as required by EASA AD 2017-0145.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulation the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) 1321/2014.

Reason:

The airworthiness limitations instructions have been identified as mandatory for continued airworthiness. Some airworthiness limitations applicable to A300 aeroplanes previously defined in A300 ALS Part 1 have been removed from that document and should normally be included in an ALS Part 4. Airbus does not plan to issue an ALS Part 4 for A300 aeroplanes.

Failure to accomplish those limitations could result in an unsafe condition.

Previously EASA issued AD 2017-0145 requiring implementation of certain airworthiness limitations specified in Appendix 1 of that AD.

Since that AD was issued, re-assessment within the scope of Extended Service Goal High Time Equipment led to update of airworthiness limitations and Airbus issued the SB to publish these new limits. Other life limits originally part of AD 2017-0145 were introduced into A300 ALS Part 1 Safe Life Airworthiness Limitations Items (SL-ALI) Revision 02 Variation 2.2.

For the reason described above, this AD partially retains the requirements of AD 2017-0145, which is superseded, and requires accomplishment of the limitations specified in the SB.

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:

Replacement of Life Limited Parts:

(1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the Appendix of the SB, as applicable to aeroplane model and configuration.

AMP Revision:

(2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the life limitations described in the SB, as applicable to aeroplane model and configuration.

Credit:

(3) If, before the effective date of this AD, the AMP has been revised to incorporate the life limits as required by EASA AD 2017-0145, that action ensures the implementation of those life limits.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to implement the new and/or more restrictive life limits, as defined in this AD, as applicable to aeroplane model and configuration, within the compliance times as specified in the SB, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive life limits, as applicable to aeroplane model and configuration, into the AMP to comply with paragraph (2) of this AD.

Recording AD Compliance:

(4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the limitations as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) of this AD, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Airbus SB A300-32-0471 original issue dated 16 October 2025.

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. This AD was posted on 16 December 2025 as PAD 25-193 for consultation until 13 January 2026. No comments were received during the consultation period.

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 – 1IALW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.