



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-011

Issued: 23 January 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):

A330-743L aeroplanes

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

TCDS Number(s): EASA.A.004

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0049 dated 24 February 2025 and EASA AD 2025-0219 dated 06 October 2025.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 1 – Safe Life Airworthiness Limitation Items – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A330-743L aeroplanes, all manufacturer serial numbers.

Definitions:

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

The ALS: Airbus A330-700L Airworthiness Limitations Section (ALS) Part 1, Safe Life Airworthiness Limitation Items (SL-ALI) Revision 01.

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](#).



New and/or more restrictive tasks: This includes all limitations that are new and all limitations for which a threshold was reduced, which were introduced into the ALS, as defined in this AD, since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for the Airbus A330-743L, which are approved by EASA, are currently defined and published in the A330-700L ALS documents. These instructions have been identified as mandatory for continued airworthiness. The SL-ALI applicable to the A330-700L are specified in ALS Part 1.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2025-0049 to require the actions described in Airbus A330-700L ALS Part 1, SL-ALI, Revision 00, Variation 0.1, Variation 0.2 and Variation 0.3, and AD 2025-0219 to require the actions described in ALS Part 1, SL-ALI Variation 0.4.

Since those ADs were issued, Airbus published the ALS, as defined in this AD, to introduce new and/or more restrictive tasks, including the instructions described in Variation 0.1, Variation 0.2, Variation 0.3 and Variation 0.4 to ALS Part 1, SL-ALI, Revision 00.

For the reason described above, this AD retains the requirements of EASA AD 2025-0049 and AD 2025-0219, which are superseded, and requires accomplishment of the actions and limitations as specified in the ALS.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the actions 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 ALS, as applicable, depending on aeroplane configuration.

AMP Revision:

- (2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations described in the ALS, as applicable, depending on aeroplane configuration.

Credit:

- (3) If, before the effective date of this AD, the AMP has been revised to incorporate the limitations as specified in a previous ALS revision and/or later published variations, that action ensures the continued accomplishment of those limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks, as defined in this AD, as applicable, depending on aeroplane configuration, within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD.



For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks, as specified in the ALS, as applicable, depending on aeroplane 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 tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Airbus A330-700L ALS Part 1, SL-ALI, Revision 01 dated 19 December 2025.

The use of later approved revisions of the above-mentioned document, or of variations to the above-mentioned document which include the content of above-mentioned document, is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 20 February 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 – 1IAL (Airworthiness Office), E-mail: airworthiness.A330-A340@airbus.com.

