



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-012

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 2024-0080 dated 26 March 2024.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 2 – Damage Tolerant 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 2, Damage Tolerant Airworthiness Limitation Items (DT-ALI) Revision 02.

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 . For 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 tasks that are new and all tasks for which a threshold or interval 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 DT-ALI applicable to the A330-700L are specified in ALS Part 2.

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

EASA previously issued AD 2024-0080 to require the actions as described in ALS Part 2, DT-ALI, Revision 01 and Variation 1.1 hereto.

Since that AD was issued, Airbus published the ALS, as defined in this AD, to introduce new and/or more restrictive tasks.

For the reason described above, this AD retains the requirements of EASA AD 2024-0080, which is superseded, and requires accomplishment of the actions 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:

Maintenance Tasks:

- (1) From the effective date of this AD, within the thresholds and intervals, as specified in the ALS, accomplish all applicable maintenance tasks specified in the ALS, as applicable, depending on aeroplane configuration.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the tasks and associated thresholds and intervals described in the ALS, as applicable, depending on aeroplane configuration.

Credit:

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



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 (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) 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 2, DT-ALI, Revision 02 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.

