Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-013

Issued: 26 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):
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: This AD supersedes EASA AD 2022-0078 dated 04 May 2022.

ATA 53 – Fuselage – Door Frames Holes – Inspection

Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300 B4-603, A300 B4-605R, A300 B4-622, A300 B4-622R and A310-203, A310-222, A310-304, A310-308, A310-322, A310-324 and A310-325 aeroplanes, all manufacturer serial numbers (MSN).

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

The SB: Airbus Service Bulletin (SB) A300-53-6175 Revision 03 (for A300-600 aeroplanes) or SB A310-53-2138 Revision 02 (for A310 aeroplanes), as applicable.

Affected areas: Seal retainer run out rivet holes at frame (FR) 56A, FR 57A and FR 73A left-hand (LH) and right-hand (RH) sides on A300-600 aeroplanes; and at FR 73A LH and RH sides on A310 aeroplanes, as applicable.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

During the preparation phase for conversion of an A300-600 aeroplane from passenger to freighter configuration, a crack was detected on door FR 73A, between stringer (STRG) 24 and STRG 25.

DGAC France had previously issued AD 1999-013-276R1 to require inspections at FR 73A in accordance with the instructions of Airbus SB A310-53-2107 or SB A300-53-6116, as applicable. The new crack was however found in an area not covered by the existing mandated inspections. Further investigations had also identified that, on A300-600 aeroplanes, the areas at FR 56A and FR 57A have the same design and material as FR 73A.

This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.

Consequently, Airbus published SB A310-53-2138 and SB A300-53-6175, both at original issue, and EASA issued AD 2014-0202 to require repetitive High Frequency Eddy Current (HFEC) inspections of the affected areas, as defined in this AD, and, depending on findings, accomplishment of applicable corrective actions. That AD was later revised to limit the Applicability to aeroplanes in post-mod 06924 configuration (DGAC France AD 1999-013-276R1 remained in place).

Since AD 2014-0202R1 was issued, further investigations conducted by Airbus revealed that the identified potential unsafe condition may also develop on all Airbus A310 and A300-600 aeroplanes, including those in pre-mod 06924 configuration. Consequently, Airbus published Revision 01 of the SB A300-53-6175 (for A300-600 aeroplanes) and Revision 01 of the SB A310-53-2138 (for A310 aeroplanes) expanding the SBs effectivity, and EASA issued AD 2022-0078 to require inspections of the affected areas and, depending on findings, accomplishment of applicable corrective actions.

Since that AD was issued, Airbus additional analysis confirmed that the compliance time for the initial inspection shall be reduced and made independent from the Airbus modifications embodied. Reflecting this, Airbus issued the SB, as defined in this AD.

For the reasons described above this AD supersedes EASA AD 2022-0078 and requires accomplishment of the repetitive HFEC inspections within reduced initial compliance time.

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:

Inspection(s):

(1) Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 7 500 flight cycles (FC), accomplish HFEC inspection of the affected areas in accordance with the instructions of the SB, as applicable.

Table 1 – Compliance Time for Initial Inspection

A or **B**, whichever occurs later		
A300-600 and A310 aeroplanes, except A300-600 MSN 0553	**A**	Before exceeding 25 000 FC after the aeroplane reference date
	B	Within 24 months after the effective date of this AD but not to exceed 32 000 FC after the aeroplane reference date
A300-600 MSN 0553	**A**	Before exceeding 7 500 FC after embodiment of Airbus Technical Disposition TD K4_S1_43707_2013
	B	Within 60 days after the effective date of this AD

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.

Terminating Action(s):

(3) Accomplishment of a repair on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless the approved repair instructions indicate otherwise.

Credit:

(4) Inspection(s) and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of original issue or Revision 1 of the Airbus SB A310-53-2138 or original issue or Revision 1 or Revision 2 of the SB A300-53-6175, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A310-53-2138 original issue dated 28 May 2014, or Revision 01 dated 14 December 2021, or Revision 02 dated 18 November 2025.

Airbus SB A300-53-6175 original issue dated 28 May 2014, or Revision 01 dated 07 December 2021, or Revision 02 17 July 2023, or Revision 03 dated 18 November 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 16 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 – IIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.