Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-140

Issued: 18 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):
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: None

ATA 71 – Powerplant – Engine Mounts – Inspection

Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300 B4-603, A300 B4-605R, A300 C4-605R variant F and A300 F4-605R aeroplanes, all manufacturer serial numbers (MSN); and

A310-304 and A310-308 aeroplanes, all MSN.

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

The SB: Airbus Service Bulletin (SB) A300-71-6032 (for A300-600 aeroplanes) and SB A310-71-2040 (for A310 aeroplanes), as applicable.

The VSB: General Electric Company Vendor SB (VSB) 72-1653 R00 (original issue).

Affected engines: General Electric Company GE Aviation CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A8 and CF6-80C2A5F engines having an affected part installed.

An agency of the European Union

TE.CAP.00112-010 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Affected parts: Engine mount platform assemblies and lower mount rear beams identified by Part Number and serial number in Table 1 and Table 2, respectively, of the VSB (see Note 1 of this AD), except:

- Parts that have passed a fluorescent penetrant inspection (FPI) in accordance with the instructions of the VSB by General Electric (GE) Evergreen Engine Services Co., Ltd. on 01 January 2025 or later; **or**
- Parts that have been last inspected (FPI) in accordance with the instructions of the VSB at a maintenance facility other than General Electric (GE) Evergreen Engine Services Co., Ltd.

Note 1: Table 1 and Table 2 of the VSB lists at the best available knowledge of the applicable CF6-80C2 engines on which the affected parts were known to be last installed.

Serviceable engine: Any CF6-80C2 engine, eligible for installation in accordance with Airbus instructions, which is not an affected engine.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

A quality investigation at General Electric (GE) Evergreen Engine Services Co., Ltd. identified that, from January 2020 through the end of 2024, FPI were performed without applying the required non-aqueous wet developer. The investigation determined that omission of the developer reduces the sensitivity of the FPI process and increases the minimum detectable crack length, thereby preventing reliable detection of small surface-breaking flaws.

This condition, if not corrected, could result in undetected cracks developed in affected parts, leading to structural failure of life limited and unlimited engine parts and consequent structural failures of engine mounts.

To address this potentially unsafe condition, Airbus issued the SB, as defined in this AD, referencing the VSB and providing inspection instructions.

For the reasons described above, this AD requires accomplishment of a one-time inspection of the affected parts and, depending on findings, corrective action.

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:

(1) For Group 1 aeroplanes: Before an affected part accumulates 6 900 flight cycles since last accomplishment of an FPI, replace the engine having that affected part installed with a serviceable engine, as defined in this AD (see Note 2 of this AD).
The applicable Aircraft Maintenance Manual provides instructions which are acceptable to comply with this requirement.

An agency of the European Union

TE.CAP.00112-010 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

Note 2: The SB provides instructions for an in-shop FPI of the affected part of an engine. Following the accomplishment of the FPI and, as applicable, corrective actions, that engine is considered to be a serviceable engine.

Part Installation(s):

(2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected engine on any aeroplane, provided that, following that installation, that engine is replaced as required by paragraph (1) of this AD.

Ref. Publications:

Airbus SB A300-71-6032 original issue dated 01 October 2026.

Airbus SB A310-71-2040 original issue dated 01 October 2026.

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

General Electric Company Vendor SB 72-1653 R00 original issue dated 14 July 2026.

Remarks:

1. This Proposed AD will be closed for consultation on 16 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 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.

TE.CAP.00112-010 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.