Airworthiness Directive

AD No.: 2018-0229R1

Issued: 20 November 2025

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:	**Type/Model designation(s):**
AIRBUS S.A.S.	A300-600 aeroplanes

Effective Date:	Revision 1: 04 December 2025 Original issue: 06 November 2018
TCDS Number(s):	EASA.A.172
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2018-0229 date 23 October 2018, which superseded EASA AD 2017-0210 dated 24 October 2017.

ATA 57 – Wings – Centre Wing Box Frame 47 Angle Fittings – Inspection / Modification

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Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 B4-603, A300 B4-620, A300 B4-605R, A300 B4-622, A300 B4-622R, A300 C4-605R variant F, A300 C4-620, A300 F4-605R and A300 F4-622R aeroplanes, all manufacturer serial numbers (MSN), except aeroplanes on which Airbus Service Bulletin (SB) A300-57-6069 has been embodied in service.

Definitions:

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

The applicable inspection SB:
For centre wing box (CWB) internal lower angle fittings (vertical face), Airbus Service Bulletin (SB) A300-57-6049 Revision 08;
for CWB internal lower angle fittings (horizontal face) and aft bottom panel, Airbus SB A300-57-6086 Revision 06;

for CWB frame (FR) 47 / Rib 1 junction area, Airbus SB A300-57-6119 and SB A300-57-6121, as applicable.

The applicable modification SB: Airbus SB A300-57-6050 Revision 03.

AFT: The average flight time (AFT) can be established by dividing the flight hours (FH), specified in hours and hundredth of hours, by the flight cycles (FC), to be counted from first flight for selecting the inspection threshold and from the last inspection for selecting the inspection interval.

Groups:
Group 1 aeroplanes are all A300-600 aeroplanes, except those on which Airbus modification (mod) 12171, or mod 12249, was embodied in production, or on which Airbus SB A300-57-6113 was embodied in service.
Group 2 aeroplanes are all A300-600 aeroplanes on which Airbus SB A300-57-6113 was embodied in service.
Group 3 aeroplanes are A300-600 aeroplanes on which Airbus mod 12171 or mod 12249 was embodied in production.

Reason:
Prompted by cracks found on CWB FR47 angle fittings, Airbus issued SB A300-57-6049, SB A300-57-6050, and SB A300-57-6086.

These cracks, if not detected and corrected, could affect the structural integrity of the CWB of the aeroplane.

Consequently, DGAC France published AD 94-241-170, AD 1999-147-279, AD 2000-533-328 and AD F-2004-159 (EASA approval 2004-9779), each AD superseding the previous one, to require repetitive high frequency eddy current (HFEC) rotating probe inspections of the FR47 internal lower angle fitting.

After DGAC France AD F-2004-159 was issued, cracks were reportedly found on the horizontal flange of the FR47 internal corner angle fitting during accomplishment of routine maintenance structural inspection and modification in accordance with the instructions of Airbus SB A300-57-6050. Prompted by these findings, Airbus reviewed and amended the inspection programme for the internal lower angle fitting flange (horizontal face).

Consequently, EASA issued AD 2012-0092, retaining the requirements of DGAC France AD F-2004-159, which was superseded, and requiring additional repetitive inspections of the CWB lower panel through the ultrasonic method and, depending on findings, re-installation of removed fasteners in transition fit instead of interference. In addition, DGAC France had previously issued AD F-2005-124 (EASA approval 2005-6071) to require CWB FR47 angle fittings inspections for A300 F4-608ST aeroplanes, in accordance with Airbus SB A300-57-9001 and SB A300-57-9002.

Following the discovery of numerous cracks during the accomplishment of SB A300-57-6049 and SB A300-57-6086 inspections, Airbus developed in a first step a new (recommended) modification (Airbus SB A300-57-6113), defined associated inspections programme and methods (ultrasonic/radiographic), and published SB A300-57-6119. Consequently, EASA issued AD

2016-0198, retaining the requirements of EASA AD 2012-0092, which was superseded, to require repetitive inspections for post-SB A300-57-6113 aeroplanes.

After EASA AD 2016-0198 was issued, Airbus revised in a second step the inspection programme for A300-600 pre-SB A300-57-6113 and A300-600ST aeroplanes, reducing inspection thresholds and intervals. At this opportunity, the existing ultrasonic inspection of the CWB lower panel for A300-600 aeroplanes was added for A300-600ST aeroplanes. Consequently, EASA issued AD 2017-0210, retaining the requirements of EASA AD 2016-0198 for A300-600 aeroplanes and DGAC France AD F-2005-124 for A300-600ST aeroplanes, which were both superseded, to include these new requirements.

After EASA AD 2017-0210 was issued, Airbus revised in a third step the inspection programme for A300-600 post-mod 12171 and post-mod 12249 reducing inspection thresholds and intervals, and introducing the CWB lower panel inspection. Airbus published SB A300-57-6121, superseding Airworthiness Limitation Items (ALI) tasks 571012 & 571014. Consequently, EASA issued AD 2018-0229 retaining the requirements of EASA AD 2017-0210, which was superseded, and expanded the Applicability (Group 3) to include post-mod 12171 and post-mod 12249 aeroplanes.

Since EASA AD 2018-0229 was issued, Airbus introduced new inspection schedule for A300F4-608ST aeroplanes and EASA issued a separate AD 2025-0256 for this aeroplane model.

Consequently, in parallel with issuance of the AD 2025-0256, this AD is revised to remove A300-600ST aeroplanes from the Applicability.

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:

Modification:

(1) For A300-600 aeroplanes (all models, all MSN) pre-mod 10155: Before exceeding 15 100 FC or 38 900 FH, whichever occurs first since aeroplane first flight, or within the ‘grace periods’ (see Note 1 of this AD) as defined in the applicable modification SB, whichever occurs later, modify the angle fitting attachment holes right-hand (RH) and left-hand (LH) sides by cold expansion in accordance with the instructions of the applicable modification SB.

Note 1: The grace periods as defined in paragraphs 1.B.(4).(a) and (b) of Airbus SB A300-57-6050 Revision 03 have to be counted from 06 January 2001 [the effective date of DGAC France AD 2000-533-328].

(2) [DELETED]

Internal Lower Angle Fitting (Vertical Face) Inspections:

(3) For Group 1 aeroplanes: Before exceeding the threshold specified in Table 1 of this AD, as applicable, or within the ‘grace periods’ (see Note 2 of this AD) as defined in the applicable inspection SB, whichever occurs later, and, thereafter, at intervals not to exceed the values defined in Table 1 of this AD, as applicable, accomplish an HFEC rotating probe inspection of

holes H, I, K, L, M, N, U, V, W, X and Y of the internal lower angle fitting web (LH and RH), in accordance with the instructions of the applicable inspection SB.

Table 1 – Internal Lower Angle Fitting (Vertical Face) Inspections

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 3 of this AD)	**Intervals** (not to exceed)
> 1.5	7 400 FC or 15 950 FH	4 350 FC or 9 450 FH
≤ 1.5	7 950 FC or 11 950 FH	4 700 FC or 7 100 FH

Note 2: The 12-month grace period, as defined in paragraph 1.E.(2) of the applicable inspection SB, has to be counted from 07 November 2017 [the effective date of EASA AD 2017-0210], without exceeding the inspection threshold and interval defined in Airbus SB A300-57-6049 Revision 07.

Note 3: The thresholds in Tables 1, 2 and 3 of this AD have to be counted since aeroplane first flight for aeroplanes in post-mod 10155 configuration, or since embodiment of Airbus SB A300-57-6050 for aeroplanes in pre-mod 10155 configuration.

Internal Lower Angle Fitting (Horizontal Face) Inspections:

(4) For Group 1 aeroplanes: Before exceeding the thresholds defined in Table 2 of this AD, as applicable, or within the 'grace periods' (see Note 4 of this AD) as defined in the applicable inspection SB, whichever occurs later, and, thereafter, at intervals not to exceed the values defined in Table 2 of this AD, as applicable, accomplish an HFEC rotating probe inspection of the holes A, B, C, D, E, F, G, P, Q, S and T (adjacent to hole G) of the internal lower angle fitting horizontal splicing (LH and RH) in accordance with the instructions of the applicable inspection SB.

Table 2 – Internal Lower Angle Fitting (Horizontal Face) Inspections

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 3 of this AD)	**Intervals** (not to exceed)
> 1.5	6 800 FC or 14 750 FH	6 300 FC or 13 650 FH
≤ 1.5	7 350 FC or 11 050 FH	6 800 FC or 10 250 FH

Note 4: The 12-month grace period, as defined in paragraphs 1.E.(2) of the applicable inspection SB, has to be counted from 07 November 2017 [the effective date of EASA AD 2017-0210], without exceeding the inspection threshold and interval defined in Airbus SB A300-57-6086 Revision 05.

Aft Bottom Panel Inspections:

(5) For Group 1 aeroplanes: Before exceeding the thresholds defined in Table 3 of this AD, as applicable, or within the 'grace periods' (see Note 4 of this AD) as defined in the applicable inspection SB, whichever occurs later, and, thereafter, at intervals not to exceed the values defined in Table 3 of this AD, as applicable, accomplish an ultrasonic inspection of the aft bottom panel in accordance with the instructions of the applicable inspection SB.

Table 3 – Aft Bottom Panel Inspections

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 3 of this AD)	**Intervals** (not to exceed)
> 1.5	6 800 FC or 14 750 FH	1 400 FC or 3 050 FH
≤ 1.5	7 350 FC or 11 050 FH	1 500 FC or 2 250 FH

FR47 / Rib 1 Junction Area Inspections:

(6) For Group 2 aeroplanes: Before exceeding the thresholds defined in Table 4 of this AD, as applicable, and thereafter, at intervals not to exceed the values defined in Table 4 of this AD, as applicable, accomplish ultrasonic and radiographic inspections of the FR47 / Rib 1 junction area, in accordance with the instructions of the applicable inspection SB.

Table 4 – FR47 / Rib 1 Junction Area Inspections

Compliance Time (FC or FH, whichever occurs first)			
AFT	**Area(s)**	**Thresholds** (see Note 3 of this AD)	**Intervals** (not to exceed)
< 1.5	**A**	10 200 FC or 15 390 FH	2 100 FC or 3 240 FH
	B or C	8 300 FC or 12 520 FH	6 500 FC or 9 880 FH
	D	2 900 FC or 4 490 FH	1 900 FC or 2 900 FH
	E	12 000 FC or 18 080 FH	2 400 FC or 3 620 FH
≥ 1.5	**A**	9 500 FC or 20 520 FH	2 000 FC or 4 320 FH
	B or C	7 700 FC or 16 690 FH	6 100 FC or 13 170 FH
	D	2 700 FC or 5 990 FH	1 800 FC or 3 930 FH
	E	11 100 FC or 24 110 FH	2 200 FC or 4 830 FH

Note 5: The thresholds in Table 4 of this AD have to be counted since embodiment of Airbus SB A300-57-6113.

(7) For Group 3 aeroplanes: Before exceeding the thresholds defined in Table 5 of this AD, as applicable, or within the ‘grace periods’ (see Note 6 of this AD) as defined in applicable SB, whichever occurs later, and thereafter, at intervals not to exceed the values defined in Table 5 of this AD, as applicable, accomplish an HFEC rotating probe inspection of the CWB lower angle fittings (vertical junction area - holes H, I, J, K, L, M, N, U, V, W, X, Y and Z) in accordance with the instructions of the applicable inspection SB.

Table 5 – Vertical Junction Area Inspections

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 7 of this AD)	**Intervals** (not to exceed)
≤ 1.5	24 100 FC or 36 200 FH	13 000 FC or 19 500 FH
> 1.5	22 400 FC or 48 300 FH	12 050 FC or 26 050 FH

Note 6: The 12-month grace period, as defined in paragraphs 1.E.(2) of the applicable inspection SB, has to be counted from 23 October 2018 [the effective date of this AD at original issue], without exceeding the inspection threshold and interval defined in the ALI tasks 571012 and 571014.

Note 7: The thresholds in Tables 5, 6 and 7 of this AD have to be counted since aeroplane first flight.

(8) For Group 3 aeroplanes: Before exceeding the thresholds defined in Table 6 of this AD, as applicable, or within the 'grace periods' (see Note 6 of this AD) as defined in the applicable inspection SB, whichever occurs later, and thereafter, at intervals not to exceed the values defined in Table 6 of this AD, as applicable, accomplish an HFEC rotating probe inspection of the CWB lower angle fittings (horizontal junction area - holes A, B, C, D, E, F, G, P, Q, S, and T) in accordance with the instructions of the applicable inspection SB.

Table 6 – Horizontal Junction Area Inspections

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 7 of this AD)	**Intervals** (not to exceed)
≤ 1.5	13 600 FC or 20 400 FH	6 500 FC or 9 800 FH
> 1.5	12 600 FC or 27 200 FH	6 050 FC or 13 050 FH

(9) For Group 3 aeroplanes: Before exceeding the thresholds defined in Table 7 of this AD, as applicable, or within the 'grace periods' (see Note 8 of this AD) as defined in the applicable inspection SB, whichever occurs later, and thereafter, at intervals not to exceed the values defined in Table 7 of this AD, as applicable, accomplish an ultrasonic inspection of the CWB lower panel in accordance with the instructions of the applicable inspection SB.

Table 7 – CWB Lower Panel Inspections

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 7 of this AD)	**Intervals** (not to exceed)
≤ 1.5	13 600 FC or 20 400 FH	1 950 FC or 2 950 FH
> 1.5	12 600 FC or 27 200 FH	1 800 FC or 3 950 FH

Note 8: The 12-month grace period, as defined in paragraph 1.E.(2) of the applicable inspection SB, has to be counted from 23 October 2018 [the effective date of this AD at original issue].

Corrective Action(s):

(10) If, during any inspection as required by paragraphs (3), (4), (5), (6), (7), (8), and (9) of this AD, as applicable, any crack indication is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable inspection SB, or contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

Reporting:

(11) Within 30 days after each inspection as required by this AD, report all inspection results (including no findings) to Airbus.

Terminating Action:

(12) None.

Ref. Publications:

Airbus SB A300-57-6049 Revision 08 dated 04 July 2017.

Airbus SB A300-57-6050 Revision 03 dated 31 May 2001.

Airbus SB A300-57-6069 original issue dated 08 June 2000, or Revision 01 dated 30 October 2003, or Revision 02 dated 22 December 2006.

Airbus SB A300-57-6086 Revision 05 dated 30 January 2012 and Revision 06 dated 04 July 2017.

Airbus SB A300-57-6113 original issue dated 25 April 2016.

Airbus SB A300-57-6119 original issue dated 25 April 2016.

Airbus SB A300-57-6121 original issue dated 31 August 2018.

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The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 06 September 2018 as PAD 18-122, and republished as PAD 18-122R1 on 17 September 2018 for consultation until 04 October 2018. 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 – EIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.