



Airworthiness Directive

AD No.: 2019-0011R2

Issued: 08 August 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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A300 and A300-600 aeroplanes

Effective Date: Revision 2: 22 August 2025
Revision 1: 22 February 2019
Original issue: 06 February 2019

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2019-0011R1 dated 22 February 2019 original issue of which superseded DGAC France AD F-1998-481-270R2 dated 12 November 2003 and DGAC France AD F-2000-038-032R1 dated 21 January 2004.

ATA 53 – Fuselage – Aft Fitting of Frame 40 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 B4-2C, A300 B4-102, A300 B4-103, A300 B4-120, A300 B4-203, A300 B4-220, A300 C4-203, A300 F4-203, A300 B4-601, A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 C4-605R variant F and A300 C4-620 aeroplanes, all manufacturer serial numbers, and A300 F4-605R aeroplanes, all manufacturer serial numbers, except those on which Airbus production modification (mod.) No. 12170 has been embodied.

Definitions:

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

The applicable SB: Airbus Service Bulletin (SB) A300-53-0296 Revision 01 and SB A300-53-6048 Revision 05, as applicable.

Affected area: The profile of frame (FR) 40 aft fittings at stringers 33 both left hand and right hand side of the fuselage.



AFT: The average flight time (AFT) is the ratio of the flight hours (FH), specified in hours and hundredth of hours, divided by the flight cycles (FC), counted from first flight for selecting the inspection threshold and from the last inspection for selecting the inspection interval.

Groups:

Group 1 are A300 aeroplanes.

Group 2 are A300-600 aeroplanes on which Airbus mod. 10430 was not embodied and for which the profile of FR40 aft fittings was not modified in accordance with the instructions of the applicable SB (at previous revision).

Group 3 are A300-600 aeroplanes on which Airbus mod. 10430 was not embodied and for which the profile of FR40 aft fittings was modified in accordance with the instructions of the applicable SB (at previous revision).

Group 4 are A300-600 aeroplanes on which Airbus mod. 10430 was embodied.

Reason:

After embodiment of Airbus SB A300-53-0161, cracks were reported on three aeroplanes. Investigations highlighted that these cracks were caused by a local stress concentration at FR40 upper flange run-out, where the profile of the FR40 changes at the centre wing box connection.

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

Subsequently to this finding, Airbus established a High Frequency Eddy Current (HFEC) inspection program for A300 aeroplanes implemented in service through Airbus SB A300-53-0296. In the same time, Airbus launched mod. 10430 in production line associated to SB A300-53-6048 for the retrofit campaign for A300-600. The same HFEC inspection program was defined for A300-600 aeroplanes and included in SB A300-53-6048 instructions.

DGAC France AD F-1998-481-270 was published to mandate the embodiment of these two SBs.

DGAC France AD F-2000-038-032 was also published later to mandate Airbus SB A300-53-9017 applicable to A300-600ST aeroplanes.

Since DGAC France AD F-1998-481-270 and F-2000-038-032 were issued, material data used in the frame of fatigue and damage tolerance analysis was changed. It was determined that the existing threshold and interval values must be reduced for A300-600 fleet. Consequently, Airbus revised SB A300-53-6048 to Revision 05 to take into account the new thresholds and intervals and EASA issued AD 2019-0011 (later revised) retaining the requirement of DGAC France AD F-1998-481-270R2 and F-2000-038-032R1, which were superseded, and introduced new thresholds and intervals for A300-600 and A300-600ST aeroplanes.

Since EASA AD 2019-0011R1 was issued Airbus introduced new inspection scheduled for A300-600ST aeroplanes and EASA published AD 2025-0177 taking over and amending the requirements for those aeroplanes.

Consequently, in parallel with the issuance of AD 2025-0177, this AD is revised to remove A300-600ST aeroplanes from the Applicability.



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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes, within the threshold defined in the applicable SB, accomplish the modification of the profile of FR40 aft fittings in accordance with the instructions of the applicable SB.
- (2) For Group 2 aeroplanes, before next flight after 06 February 2019 [the effective date of this AD at original issue], contact Airbus for approved instructions and accomplish those instructions accordingly.

Inspection(s):

- (3) For Group 1 aeroplanes, within the compliance time defined in the applicable SB, accomplish an HFEC inspection of the affected area in accordance with the instructions of the applicable SB.
- (4) For Group 3 and Group 4 aeroplanes: Within the applicable threshold(s) defined in Table 1a or Table 1b of this AD, as applicable, and, thereafter, at intervals not to exceed the values defined in Table 2 of this AD, as applicable, accomplish an HFEC inspection of the affected area in accordance with the instructions of the applicable SB.

Table 1a – Aeroplanes not previously inspected per any previous Revision of the applicable SB

Compliance Time(s) (whichever occurs later, A or B)			
	Group	AFT ≥ 1,5	AFT < 1,5
A	3	Within the compliance time defined in the applicable SB	
	4	Within 13 900 FC or 30 000 FH, whichever occurs first since aeroplane first flight	Within 15 000 FC or 22 500 FH, whichever occurs first since aeroplane first flight
B		Within 12 months after the effective date of this AD at original issue, without exceeding the inspection threshold defined in Airbus SB A300-53-6048 Revision 01, 02, 03 or 04, as applicable	

Table 1b – Aeroplanes previously inspected per any previous Revision of the applicable SB

Compliance Time(s) (whichever occurs later, C or D)		
	AFT ≥ 1,5	AFT < 1,5
C	Within 7 100 FC or 15 300 FH, whichever occurs first since last inspection	Within 7 600 FC or 11 500 FH, whichever occurs first since last inspection
D	Within 12 months after the effective date of this AD at original issue, without exceeding the inspection interval defined in Airbus SB A300-53-6048 Revision 01, 02, 03 or 04	



Table 2 – Inspection Interval

AFT	Compliance Times
$\geq 1,5$	Within 7 100 FC or 15 300 FH, whichever occurs first since last inspection
$< 1,5$	Within 7 600 FC or 11 500 FH, whichever occurs first since last inspection

Corrective Action(s):

- (5) If, during any inspection as required by paragraph (3) of this AD, a crack is detected, before next flight, accomplish corrective actions in accordance with the instructions of the applicable SB, or contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.
- (6) If, during any inspection as required by paragraph (4) of this AD, a crack is detected, before next flight, contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.

Reporting:

- (7) If, during any inspection as required by paragraph (3) or (4) of this AD, a crack is detected, within 10 days after the inspection, report inspection results to Airbus. Using the inspection report in accordance with the instructions of the applicable SB is acceptable to comply with this requirement.
- (8) If, during any inspection as required by paragraph (3) or (4) of this AD, no cracks are detected, within 30 days after the inspection, report inspection results to Airbus. Using the inspection report in accordance with the instructions of the applicable SB is acceptable to comply with this requirement.

Credit:

- (9) Inspection(s) and corrective action(s) accomplished on an aeroplane, before 22 February 2019 [the effective date of EASA AD 2019-0011R1] in accordance with the instructions of SB A300-53-6048 Revision 01 (or subsequent revisions) are acceptable to comply with the initial requirements of paragraphs (4) and (6) of this AD for that aeroplane. After the effective date of this AD, the repetitive inspections required by paragraph (4) and corrective actions required by paragraph (6) of this AD must be accomplished in accordance with the instructions of the applicable SB.

Ref. Publications:

Airbus SB A300-53-0296 Revision 01 dated 30 September 1998.

Airbus SB A300-53-6048 Revision 01 dated 30 September 1998, Revision 02 dated 12 May 1999, Revision 03 dated 21 February 2000, Revision 04 dated 26 February 2003 and Revision 05 dated 04 October 2018.

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 11 December 2018 as PAD 18-170 for consultation until 08 January 2019. 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 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.
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.

