



Airworthiness Directive

AD No.: 2024-0145

Issued: 23 July 2024

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:

AIRBUS S.A.S.

Type/Model designation(s):

A300, A300-600 and A300-600ST aeroplanes

Effective Date: 06 August 2024

TCDS Number(s): EASA.A.172 and EASA.A.014

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2021-0190 dated 17 August 2021.

ATA 57 – Wings – Main Landing Gear Support Rib 5 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A300, A300-600 and A300-600ST aeroplanes, models having a manufacturer serial number (MSN) as defined in Table 1 of this AD.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A57W017-21 Revision 1.

Affected area: Main landing gear (MLG) support Rib 5 lower flange, inboard and outboard of Rib 5, on right-hand and left-hand sides, as indicated in the AOT.

Affected part: Any MLG support Rib 5, except those having Part Number (P/N) A57240810-006, P/N A57240810-007, P/N A57240810-008, P/N A57240810-009, P/N A57240810-010 or P/N A57240810-011.

Groups: Group 1 and Group 2 aeroplanes as defined in Table 1 of this AD.



Table 1 – Group 1 and Group 2 aeroplanes

Groups	Aeroplane model	MSNs
1	A300	075, 080, 090, 107, 126, 139, 141, 151, 154, 157, 173, 175, 183, 203, 210, 212, 227, 235, 239, 255, 256, 261, 274, 277, 292, 299 and 302
	A300-600	358, 361, 365, 380, 388, 401, 405, 408, 417, 464, 477, 479, 518, 521, 530, 532, 536, 543, 546, 553, 555, 557, 559, 561, 572, 575, 579, 581, 584, 602, 603, 607, 608, 611, 613, 617, 618, 621, 623, 625, 626, 630, 632, 633, 637, 641, 643, 657, 659, 664, 666, 668, 670, 677, 679, 683, 688, 696, 701, 703, 707, 709, 711, 713, 715, 717, 722, 723, 724, 725, 726, 727, 728, 729, 730, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 748, 749, 750, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 766, 768, 769, 770, 771, 772, 773, 774, 775, 777, 778, 779, 780, 781, 783, 789, 790 and 791
	A300-600ST	001, 002, 003 and 004
2	A300	084, 085, 180, 218, 236 and 259
	A300-600	344, 411, 414, 505, 558, 563 and 786

Reason:

Occurrences were reported of finding cracks in the affected area during routine maintenance checks. The cracks were found on aeroplanes which do not have Airbus modification 11912 embodied and on which fastener hole spot facing modifications had been embodied in the affected area.

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

To address this potential unsafe condition, Airbus issued AOT A57W017-21 at original issue to provide inspection instructions. Consequently, EASA issued AD 2021-0190 to require a one-time detailed inspection (DET) of the affected area, and, depending on findings, accomplishment of a one-time fluorescent penetrant inspection (FPI) around some fastener holes in the affected area, and/or accomplishment of applicable corrective action(s).

That AD was not applicable to a population of aeroplanes (defined as Group 2 in this AD) on the assumption that they were, at the time of that AD issuance, withdrawn from service.

Since that AD was issued, it has been determined that one aeroplane from the Group 2 aeroplanes is in service and the DET and FPI have been accomplished on that aeroplane. Furthermore, while there is no evidence that the remaining Group 2 aeroplanes were scrapped or dismantled, a possibility exists that some of them could return to service.

Prompted by this development, Airbus issued the AOT, as defined in this AD, to extend the effectivity of AOT A57W017-21 to Group 2 aeroplanes.



For the reasons described above, this AD retains the requirements of EASA AD 2021-0190, which is superseded, and expands the AD applicability to Group 2 aeroplanes, requiring the accomplishment of the DET and FPI before return to service (before next flight).

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:

One-Time DET:

- (1) Within the compliance time as defined in Table 2 of this AD, as applicable, accomplish a DET of the affected area on each affected part in accordance with the instructions of the AOT.

Table 2 – One-Time DET

Groups	Compliance Time
1	Within 400 flight cycles or 4 months, whichever occurs first after 31 August 2021 [the effective date of EASA AD 2021-0190]
2	Before next flight after the effective date of this AD

One-Time FPI:

- (2) If, during the DET as required by paragraph (1) of this AD, no crack is detected, before next flight, accomplish an FPI around the fastener holes spot facing in accordance with the instructions of the AOT.

Corrective Action(s):

- (3) If, during the DET or the FPI as required by paragraph (1) or (2) of this AD, as applicable, any crack is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Credit:

- (4) Inspections accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOT A57W017-21 original issue are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane.

Ref. Publications:

Airbus AOT A57W017-21 original issue dated 01 July 2021 or Revision 1 dated 25 June 2024.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail



address specified in below Remark 3, prior to 20 August 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.

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 – IIAW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

