Airworthiness Directive

AD No.: 2025-0177

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, 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):

A300-600ST aeroplanes

Effective Date: 22 August 2025

TCDS Number(s): EASA.A.014

Foreign AD: Not applicable

Supersedure: None

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

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A300F4-608ST aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) SB A300-53-9017 Revision 03.

Affected area: The profile of frame (FR) 40 aft fittings at stringers 33 both left-hand and right-hand sides 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 aeroplanes on which Airbus modification (mod) 10430 (validated by Airbus mod 19020 for A300-600ST) and Airbus mod 19746 were not embodied.

Group 2 are aeroplanes on which Airbus mod 10430 (validated by Airbus mod 19020 for A300-600ST) and Airbus mod 19746 (or Airbus SB A300-00-9002) was embodied in production (or in service).

Reason:

After embodiment of Airbus SB A300-53-0161 on A300 aeroplanes, cracks were reported on the aft fitting of FR40 at stringer 33. 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.

To address this potential unsafe condition, Airbus developed a High Frequency Eddy Current (HFEC) inspection program for A300 aeroplanes, implemented in service through Airbus SB A300-53-0296, and launched mod 10430 in production line associated with Airbus SB A300-53-6048 for the retrofit campaign for A300-600 aeroplanes. The same HFEC inspection program was defined for A300-600 aeroplanes and included in SB A300-53-6048 instructions. Additionally, DGAC France issued AD F-2000-038-032 to require accomplishment of Airbus SB A300-53-9017 for A300-600ST aeroplanes.

After DGAC France AD F-2000-038-032 was issued, material data used for fatigue and damage tolerance analyses had been changed. It was determined that the existing inspection threshold and interval values must be reduced for A300-600ST fleet. Consequently, Airbus issued Revision 2 of the SB A300-53-9017 reflecting the new thresholds and intervals and EASA issued AD 2019-0011 (later revised) for A300, A300-600 and A300-600ST aeroplanes requiring accomplishment of Revision 2 of the SB A300-53-9017 for A300-600ST aeroplanes.

After that AD was issued, Airbus introduced mod 19746 for A300F4-608ST aeroplanes which involves use of increased mass and range assumptions in comparison with those defined during the design certification and issued Airbus SB A300-00-9002 for in-service aeroplanes introducing reduced thresholds and intervals for several inspection tasks which were earlier defined based on original mass and range assumptions.

For the reasons described above, this AD partially takes over the requirements of EASA AD 2019-0011R1 for A300-600ST aeroplanes and introduces new thresholds and intervals.

Concurrently with the issuance of this AD, EASA AD 2019-0011R1 is revised to remove A300-600ST aeroplanes from the Applicability of that AD.

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) For Group 1 aeroplanes: Within the applicable threshold(s) defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed the values defined in Table 2 of this AD, as applicable, accomplish HFEC inspection of the affected area in accordance with the instructions of the SB.

Table 1 – Inspection Threshold for Group 1 aeroplanes

Compliance Time(s) (whichever occurs later, **A** or **B**)		
	AFT≥1,5	**AFT<1,5**
A	Within 10 100 FC or 21 800 FH, whichever occurs first but not earlier than 7 500 FC or 16 200 FH, whichever occurs first, since aeroplane first flight	Within 10 900 FC or 16 300 FH, whichever occurs first but not earlier than 8 100 FC or 12 100 FH, whichever occurs first, since aeroplane first flight
B	Within 12 months after 06 February 2019 [the effective date of EASA AD 2019-0011 at original issue], without exceeding the inspection threshold defined in Airbus SB A300-53-9017 original issue, or Revision 01, or Revision 2, as applicable	

Table 2 –Inspection Interval for Group 1 aeroplanes

AFT	**Interval**
≥ 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

(2) For Group 2 aeroplanes: Within the threshold(s) determined based on the Δt0 value calculation in accordance with the instructions of the SB and, thereafter at interval(s) adjusted by the adjustment factor, as defined in, and in accordance with the instructions of the SB for post-mod 19746 or post-SB A300-00-9002 aeroplanes, as applicable, accomplish repetitive HFEC inspections of the affected area in accordance with the instructions of the SB.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, discrepancies are detected, before next flight, contact Airbus to obtain approved instructions for corrective action and accomplish those instructions accordingly.

Reporting:

(4) If, during any inspection as required by paragraph (1) or (2) 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 SB is acceptable to comply with this requirement.

(5) If, during any inspection as required by paragraph (1) or (2) 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 SB is acceptable to comply with this requirement.

Credit:

(6) Inspection(s) and corrective action(s) accomplished on an aeroplane, before the effective date of this AD in accordance with the instructions of SB A300-53-9017 original issue, Revision 1 or Revision 2, as applicable, are acceptable to comply with the initial requirements of paragraph (1) or (2) of this AD for that aeroplane. After the effective date of this AD, the inspections and corrective actions required by this AD must be accomplished in accordance with the instructions of the SB.

Terminating Action:

(7) None.

Ref. Publications:

Airbus Service Bulletin (SB) SB A300-53-9017 Revision 03 dated 20 December 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. This AD was posted on 08 July 2025 as PAD 25-102 for consultation until 05 August 2025. 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.