European Union Aviation Safety Agency

# Airworthiness Directive

**AD No.: 2025-0195**

**Issued: 12 September 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: 26 September 2025

TCDS Number(s): EASA.A.014

Foreign AD: Not applicable

Supersedure: None

## ATA 57 – Wings – Fuselage Frame 40 Lower Outboard Radius – Inspection

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### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

A300 F4-608ST aeroplanes, all MSN on which Airbus modification (mod) 19020 has been embodied in production.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) Airbus SB A300-57-9035 Revision (Rev.) 2.

**Groups:**
Group 1 aeroplanes are those which do not have Airbus mod 19746 (Airbus Service Bulletin (SB) A300-00-9002) embodied.
Group 2 aeroplanes are those modified in accordance with the instructions of Airbus mod 19746 (Airbus SB A300-00-9002).

**SDI methods:** Special detailed inspection (SDI) method A is a high frequency eddy current (HFEC) inspection of the radius / fastener area. SDI method B is an HFEC inspection of the radius / fastener area plus a rototest of the fastener holes.

## Reason:

Following a full stress analysis of the frame (FR) 40 lower outboard area of the centre wing, supported by a Finite Element Model (FEM), of the post-mod 10221 configuration, it was demonstrated that, for the FR40 forward fitting lower radius, a crack could occur after a certain number of flight cycles (FC).

This condition, if not detected and corrected, could reduce the structural integrity of the fuselage.

To address this potential unsafe condition, EASA issued AD 2016-0085, AD 2016-0179 and AD 2017-0158 (later revised), each superseding the previous one, requiring repetitive inspections of the FR40 forward fitting.

Since AD 2017-0158R1 was issued Airbus introduced mod 19746 for A300-600ST 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. Consequently, Airbus also issued the SB, as defined in this AD, to introduce updated inspection thresholds and intervals with an adjustment factor of 0,41 for post-mod 19746 aeroplanes.

For the reasons described above, this AD partially takes over the requirements of EASA AD 2017-0158R1 for A300-600ST aeroplanes and introduces new thresholds and intervals for post-mod 19746 aeroplanes.

Concurrently with the issuance of this AD, EASA issues AD 2017-0158R2 removing 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 compliance time specified in Table 1 of this AD, and, thereafter, at intervals not to exceed the values specified in Table 2 of this AD, accomplish an SDI of the non-repaired radius / fastener areas and fastener holes in accordance with the instructions of the SB, as applicable (see Note 1 of this AD).

Note 1: After modification of a Group 1 aeroplane in accordance with the instructions of Airbus SB A300-00-9002, that aeroplane is considered a Group 2 and must be inspected as required by paragraph (3) of this AD.

Table 1 – Inspection Thresholds (Non-repaired Areas)

| | **Compliance Time** (whichever occurs later, A or B) |
|---|---|
| **A** | Before exceeding 14 700 FC or 31 900 FH since first flight of the aeroplane, whichever occurs first |
| **B** | Within 12 months after 08 September 2017 [the effective date of the EASA AD 2017-0158 at original issue] |

Table 2 – Repetitive Inspection Intervals (Non-repaired Areas)

| **Inspection Method** | **Inspection Interval** (FC or FH not to exceed, whichever occurs first) |
|---|---|
| A | 1 900 FC or 4 300 FH |
| B | 6 600 FC or 14 300 FH |

(2) For Group 1 aeroplanes with a repaired FR40 lower outboard area: Within the compliance time as specified in Table 3 of this AD, and, thereafter, at intervals not exceeding those same values, accomplish an SDI of the repaired radius / fastener areas and fastener holes in accordance with the instructions of the SB, as applicable (see Note 1 of this AD).

Table 3 – Inspection Thresholds and Intervals (Repaired Areas)

| **Repair** (No.) | **Compliance Time** (FC or FH not to exceed, whichever occurs first since repair embodiment, or since the last inspection, as applicable) |
|---|---|
| **Stop Drilling** (R53810799) | 1 500 FC or 3 400 FH |
| **Cut-Out** (R53810798) | 4 500 FC or 9 800 FH |

(3) 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 SDI (UT or HFEC) inspections of the affected area in accordance with the instructions of the SB.

**Corrective Action(s)**:

(4) If, during any inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, any crack is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB, as applicable, or contact Airbus for approved repair instructions and accomplish those instructions accordingly.

**Credit:**

(5) Inspections and, depending on findings, corrective actions accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the original issue or

Revision 1 of the Airbus SB A300-57-9035 are acceptable to comply with the requirements of paragraphs (1), (2) and (4) of this AD for that aeroplane.

**Reporting**

(6) Within 30 days after each inspection as required by paragraph (1), (2) or (3) of this AD, as applicable, report the inspection results (including no findings) to Airbus. Using the Report Sheet of the SB is an acceptable method for reporting.

**Terminating Action**:

(7) None.

**Ref. Publications:**

Airbus SB Airbus SB A300-57-9035 original issue dated 28 April 2017, or Revision 1 dated 13 June 2019, or Rev. 2 dated 23 April 2025.

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 05 August 2025 as PAD 25-122 for consultation until 02 September 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 – 1IALW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.