Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-095

Issued: 27 June 2025

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:
AIRBUS S.A.S.

Type/Model designation(s):
A300-600ST aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]
TCDS Number(s): EASA.A.014
Foreign AD: Not applicable
Supersedure: None

ATA 57 – Wings – Frame 40 Lower Junction Fastener Holes – Inspection

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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:

Affected part(s): Fasteners 1 to 3 at frame (FR) 40 lower junction, left-hand (LH) and right-hand (RH) sides, and the fittings around the fastener holes.

The SB: Airbus Service Bulletin (SB) A300-57-9030 Revision 2.

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 were embodied in production or SB A300-00-9002 was embodied in service.

Reason:

Following the A300-600 Extended Service Goal (ESG2) exercise, specific inspections for cracks were performed in fittings of FR40, in areas not covered by any existing task. Findings were identified on an A300-600 aeroplane withdrawn from service in the lower tension bolt area at rib one junction (both sides).

This condition, if not detected and corrected, could lead to crack initiation, resulting in reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus developed an inspection programme for the fitting around the fastener holes located at FR40 lower wing junction, LH and RH sides, and issued original issue of the SB A300-57-9030. Consequently, EASA published AD 2014-0272 for A300, A300-600 and A300-600ST aeroplanes requiring accomplishment of that SB for those aeroplanes.

After that AD was issued, Airbus introduced a new mod 19746 for A300-608ST aeroplanes which involves use of increased mass and range assumption in comparison with those defined during the design certification and issued 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 assumption.

For the reasons described above, this AD takes over certain requirements of EASA AD 2014-0272 for A300-600ST aeroplanes, requires repetitive High Frequency Eddy Current (HFEC) inspections and rototest inspections of the fitting around the fastener holes located at FR40 lower wing junction and, depending on findings, accomplishment of a repair.

Concurrently with the issuance of the final AD after the consultation period elapses, EASA will revise AD 2014-0272 removing A300-600ST aeroplanes from its 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:

Inspection(s):

(1) For Group 1 aeroplanes: Within 36 months after 29 December 2014 [the effective date of EASA AD 2014-0272], remove each fastener 1 to 3 at FR40 lower junction and affected part(s), measure the diameter of the fastener holes and, before next flight, accomplish the actions specified in Table 1 of this AD, as applicable depending on measurement results, in accordance with the instructions of the SB.

Table 1 - Actions following Measurement of Fastener Holes

Measurement Results	Corrective Actions
One or more hole diameters are outside the tolerance of the nominal diameter and are outside the tolerance of the first and second oversize.	Contact Airbus for approved repair instructions and accomplish those instructions accordingly.
All hole diameters are within the tolerance of the nominal diameter or the first or second oversize.	Accomplish a rototest inspection of the fastener holes at FR40 lower junction, LH and RH sides.

(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 each affected part and fastener holes in accordance with the instructions of the applicable SB.

Corrective Action(s):

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

(4) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, no crack is found, before next flight, install new fasteners of the same diameter in special clearance fit for fasteners 1 to 3 at FR40 lower junction, LH and RH sides, and, thereafter, at intervals not to exceed 7 000 flight cycles, repeat the rototest inspection in accordance with the instructions of the SB.

(5) If, during any rototest inspection as required by paragraph (4) of this AD, any crack is found, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly.

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 the original issue or Revision 1 of the Airbus SB A300-57-9030, are acceptable to comply with the initial requirements of paragraph (1) of this AD for that aeroplane. After the effective date of this AD the SB, as defined in this AD, must be used.

Ref. Publications:

Airbus Service Bulletin (SB) A300-57-9030 original issue, dated 31 March 2014, Revision 1 dated 13 July 2017, or Revision 2 dated 08 January 2025.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 25 July 2025.

2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.