



Airworthiness Directive

AD No.: 2025-0236

Issued: 23 October 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):

A300-600 aeroplanes

Effective Date: 06 November 2025

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0217 dated 30 October 2015.

ATA 53 – Fuselage – Frame Base Fitting between Frames 41 and 46 – Inspection / Repair

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300 B4-603, A300 B4-605R, A300 B4-622, A300 B4-622R, A300 C4-605R variant F, A300 F4 605R, and A300 F4-622R aeroplanes, all manufacturer serial numbers, except aeroplanes on which Airbus Service Bulletin (SB) A300-53-6176 (Airbus modification 13721) was embodied.

Definitions:

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

The SB: Airbus SB A300-53-6177 Revision 2.

The modification SB: Airbus SB A300-53-6176.

CONF 001: Aeroplanes in configuration (CONF) 001 are aeroplanes having any frame foot not repaired in accordance with the instructions of Airbus SB A300-53-6111 or not repaired as per Airbus Repair Instruction (RI) R53810322 or R53810323 or R53810329 or R53810330 or R53810331 or R53810332, as applicable.



CONF 002: Aeroplanes in CONF 002 are aeroplanes having any frame foot preventively repaired (no crack detected) in accordance with the instructions of Airbus SB A300-53-6111 (any revision) and which passed the inspection (no defect found, or defect corrected) in accordance with the instructions of the original issue or Revision 1 of Airbus SB A300-53-6177.

CONF 003: Aeroplanes in CONF 003 are aeroplanes having the frame foot repaired in Area 1 in accordance with the instructions of Airbus SB A300-53-6111 (any revision); or aeroplanes inspected and having any frame foot repaired in Area 1 in accordance with the instructions of the original issue or Revision 1 of Airbus SB A300-53-6177; or in accordance with any of Airbus Repair Instruction R53810322 or R53810323 or R53810329 or R53810330 or R53810331 or R53810332, as applicable.

CONF 004: Aeroplanes in CONF 004 are aeroplanes which are not in CONF 001, CONF 002 nor CONF 003.

Reason:

During accomplishment of Airbus SB A300-53-6111 (EASA AD 2012-0103), addressing detailed visual inspections of the lower frame fittings between Frame (FR) 41 and FR46, a crack was detected on a A300-600 aeroplane in the Area 2 of the foot of FR46 at junction radius level.

This frame, previously repaired due to a crack finding in the frame foot Area 1, was not due to be inspected before reaching the post-repair inspection threshold, i.e. 45 400 flight cycles since repair embodiment.

Further investigation determined that the repairs specified in Airbus SB A300-53-6111 were of limited effect to prevent cracking in the frame foot Area 2.

This condition, if not detected and corrected, could reduce the integrity of the affected structure.

As a temporary action and until an improvement of the existing repairs was made available, EASA issued AD 2012-0229 to require a one-time detailed inspection (DET) of the frame feet that were repaired in accordance with Airbus SB A300-53-6111 and reporting of findings to Airbus.

After that AD was issued, a detailed study was performed resulting in the development of a new inspection programme.

Consequently, Airbus issued the original issue of SB A300-53-6177, later revised, introducing repetitive DET of the lower frame fittings between FR41 and FR46 for the entire fleet. In addition to this inspection programme, Airbus designed a new frame foot which can be installed on aeroplanes through the modification SB, as defined in this AD. Prompted by this development, EASA issued AD 2015-0217 superseding EASA AD 2012-0103, not retaining its requirements, and instead requiring the new inspection programme for the lower frame fittings.

Since EASA AD 2015-0217 was issued, Airbus determined that the inspection area for aeroplanes in CONF 002 and CONF 003 configurations needs to be extended and issued the SB, as defined in this AD, to provide applicable instructions. Airbus also reduced the inspection threshold for aeroplanes in certain CONF.



For the reasons describe above, this AD retains the requirements of EASA AD 2015-0217, which is superseded, and requires additional inspections and, depending on findings, corrective action for certain aeroplanes modified in accordance with the instructions of the original issue or Revision 1 of SB Airbus A300-53-6177.

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 CONF 001, CONF 002 and CONF 003 aeroplanes: Within the applicable compliance time (threshold and intervals) as defined in Paragraph 1.E.(2) of the SB, accomplish repetitive DET in accordance with the instructions of the SB without exceeding the grace period as defined in Paragraph 1.E.(2) of the SB.

Additional Work:

- (2) For CONF 002 and CONF 003 aeroplanes: Within 24 months after the effective date of this AD, accomplish the Additional Work as identified in, and in accordance with the instructions of, the SB.
- (3) For CONF 004 aeroplanes: Within 12 months after the effective date of this AD, determine in accordance with the SB, whether any frame foot is repaired in accordance with any Airbus approved instructions, report the result of that determination to Airbus and accomplish the new or revised Airbus approved repair instructions in accordance with the new or revised post-repair thresholds and interval(s) specified in those instructions, as applicable.

Corrective Action(s):

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

Credit:

- (5) For CONF 001 aeroplanes: Inspections, corrective actions, and reporting accomplished before the effective date of this AD without exceeding the grace period as defined in Paragraph 1.E.(2) of the SB and in accordance with the instructions of the original issue or Revision 1 of the Airbus SB A300-53-6177, are acceptable to comply with the requirements of paragraphs (1) and (4) of this AD for that aeroplane.

Reporting:

- (6) Within 30 days after each DET or after the effective date of this AD, whichever occurs later, report the inspection results, including no findings, to Airbus.

Terminating Action / Optional Modification:

- (7) Modification of an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive DET as required by paragraphs (1), (2) and (3) of this AD for that aeroplane.



Ref. Publications:

Airbus SB A300-53-6177 original issue dated 20 May 2015, or Revision 1 dated 06 July 2018, or Revision 2 dated 18 July 2025.

Airbus SB A300-53-6176 original issue dated 20 May 2015, or Revision 1 dated 29 November 2016, or Revision 2 dated 06 August 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. This AD was posted on 01 September 2025 as PAD 25-135 for consultation until 29 September 2025. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the 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 – 1IALW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

