



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-135**

**Issued: 01 September 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):**

A300-600 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**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 all CONF: 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 whether any frame foot is repaired in accordance with any Airbus repair design approval sheet (RDAS) instruction, report the result of that determination to Airbus and within the compliance time stated in Airbus instructions accomplish those instructions accordingly.

#### **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) Except for the Additional Work as required by paragraph (2) of this AD for aeroplanes in CONF 002 or CONF 003 configuration: 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 (3) 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) and (2) 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. This Proposed AD will be closed for consultation on 29 September 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 – 1IALW (Airworthiness Office),  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

