



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-148**

**Issued: 19 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):**

A300-600ST 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 – Centre Section Frame 40 Forward Fitting Radius at Tension Bolt Junction – Inspection / Repair

**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 A300-57-9036 Revision (Rev.) 01.

**Affected area:** Frame 40 Forward Fitting Radius at Tension Bolt Junction.

**AFT:** Average flight time (AFT) can be determined by dividing the flight hours (FH), specified in hours and hundredth of hours, by flight cycles (FC), counted from first flight, unless otherwise stated, for selecting the inspection threshold (TH) and from the last inspection for selecting the inspection interval.



**Groups:**

Group 1 aeroplanes are those in pre-Airbus modification (mod) 19746 (pre-Airbus SB A300-00-9002) configuration.

Group 2 aeroplanes are those in post- Airbus mod 19746 (post-Airbus SB A300-00-9002) configuration.

**Reason:**

During sampling inspection on A300 fleet, cracks were reported in the radius of frame (FR) 40, adjacent to the tension bolts at the centre wing/outer wing.

This condition, if not detected and corrected, could lead to a reduction of the residual strength of the structure and lead to extensive repairs.

Prompted by these findings and to address this potential unsafe condition on A300-600 fleet, Airbus issued SB A300-57-6062 to provide inspection instructions and Direction Générale de l'aviation civile (DGAC) France issued AD 98 040-012(B) R1 to require initial and repetitive ultrasonic test (UT) and high frequency eddy current (HFEC) inspections and, depending on findings, accomplishment of applicable corrective action(s). After DGAC France AD 98-040-012(B) R1 was issued material data used in the frame of fatigue and damage tolerance analysis have been changed. It was determined that the existing threshold and interval values must be reduced. Consequently, Airbus issued the original issue of SB A300-57-9036 and EASA issued AD 2019-0044, which superseded the DGAC France AD 98 040-012, to introduce new thresholds and intervals for the required inspections.

Since 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 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 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 2019-0044 for A300-600ST aeroplanes and introduces new thresholds and intervals for post-mod 19746 aeroplanes.

Concurrently with the issuance of the final AD after the consultation period of this PAD elapses, EASA will revise AD 2019-0044 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 applicable thresholds defined in Table 1 or Table 2 of this AD, as applicable, accomplish a UT inspection and, depending on findings, an HFEC inspection, and, thereafter, at intervals not exceeding the values defined in Table 3 of this AD inspect the affected area (UT or HFEC method) in accordance with the instructions of the SB.



Table 1 – Inspection Thresholds for Group 1 aeroplanes that have never been inspected per Airbus SB A300-57-6062 Revision 02, 03 or 04

<b>Compliance Times</b> (whichever occurs later, <b>A</b> or <b>B</b> )		
<b>AFT ≥ 1.5</b>		<b>AFT &lt; 1.5</b>
<b>A</b>	FC or FH, whichever occurs first since aeroplane first flight	
	Before exceeding 7 600 FC or 16 400 FH	Before exceeding 8 200 FC or 12 300 FH
<b>B</b>	Within 12 months after 21 March 2019 [the effective date of EASA AD 2019-0044 at original issue] without exceeding the inspection intervals as defined in Airbus SB A300-57-6062 Revision 02, 03 or 04	

Table 2 – Inspection Thresholds for Group 1 aeroplanes that have been inspected per Airbus SB A300-57-6062 Revision 02, 03 or 04

<b>Compliance Times</b> (whichever occurs later <b>A</b> or <b>B</b> )		
<b>AFT ≥ 1.5</b>		<b>AFT &lt; 1.5</b>
<b>A</b>	FC or FH, whichever occurs first since last inspection per Airbus SB A300-57-6062 Revision 02, 03 or 04	
	UT: Within 2 800 FC or 6 000 FH	UT: Within 3 000 FC or 4 500 FH
	HFEC: Within 1 300 FC or 2 800 FH	HFEC: Within 1 400 FC or 2 100 FH
<b>B</b>	UT or HFEC: Within 12 months after 21 March 2019 [the effective date of EASA AD 2019-0044 at original issue], without exceeding the inspection intervals as defined in Airbus SB A300-57-6062 Revision 02, 03 or 04	

Table 3 – Inspection Methods and Intervals

<b>Compliance Times</b> (not to exceed, FC or FH, whichever occurs first since last inspection)		
<b>AFT ≥ 1.5</b>		<b>AFT &lt; 1.5</b>
<b>UT</b>	2 800 FC or 6 000 FH	3 000 FC or 4 500 FH
<b>HFEC</b>	1 300 FC or 2 800 FH	1 400 FC or 2 100 FH

- (2) For Group 2 aeroplanes: Within the threshold(s) determined based on the  $\Delta t_0$  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 (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):**

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any crack or damage is detected within the limits defined in the applicable SB, before next flight,



accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

- (4) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack or damage is detected beyond the limits as defined in the applicable SB, before next flight, contact Airbus for approved instructions and accomplish those instructions.

**Reporting:**

- (5) Within 30 days after each inspection as required by this AD or within 1 months after the effective date of this AD, whichever occurs later, report all inspection results (including no findings) to Airbus.

**Credit:**

- (6) Inspection(s) and corrective action(s) on an aeroplane, accomplished before the effective date of this AD, in accordance with the instructions of the original issue of the Airbus A300-57-9036, are acceptable to comply with the requirements of paragraphs (1), (3) and (4) of this AD, as applicable, for that aeroplane.

**Terminating Action:**

- (7) None.

**Ref. Publications:**

Airbus SB A300-57-9036 original issue dated 03 October 2018, or Rev. 01 dated 23 May 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 17 October 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 – EIAW (Airworthiness Office)  
E-mail: [continued.airworthiness-wb.external@airbus.com](mailto:continued.airworthiness-wb.external@airbus.com).

