Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-155

Issued: 01 October 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 Wing Box Frame 47 Angle Fittings – Inspection / Modification

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Manufacturer(s):
Airbus, formerly Airbus Industrie

Applicability:
Airbus A300 F4-608ST aeroplanes, all manufacturer serial numbers (MSN).

The applicable inspection SB:
For centre wing box (CWB) internal lower angle fittings (vertical face), Airbus Service Bulletin (SB) A300-57-9001 Revision 03;
for CWB internal lower angle fittings (horizontal face) and aft bottom panel, Airbus SB A300-57-9002 Revision 04.

The applicable modification SB: Airbus SB A300-57-9016.

Groups:
Group 1 aeroplanes are those which have NOT been modified in accordance with Airbus modification (mod) 19746 (Airbus SB A300-00-9002).

Group 2 aeroplanes are those which have been modified in accordance with Airbus mod 19746 (Airbus SB A300-00-9002).

AFT: The average flight time (AFT) can be established by dividing the flight hours (FH), specified in hours and hundredth of hours, by the flight cycles (FC), to be counted from first flight for selecting the inspection threshold and from the last inspection for selecting the inspection interval.

Reason:

Prompted by cracks found on CWB Frame (FR)47 angle fittings, Airbus issued SB A300-57-6049, SB A300-57-6050, and SB A300-57-6086.

These cracks, if not detected and corrected, could affect the structural integrity of the CWB of the aeroplane.

Direction Générale de l'aviation civile (DGAC) France previously issued AD F 2005-124 (EASA approval 2005-6071) to require CWB FR47 angle fittings inspections for A300F4-608ST aeroplanes, in accordance with Airbus SB A300-57-9001 and SB A300-57-9002. Later, EASA issued AD 2017-0210, superseding and retaining the requirements of DGAC France AD F-2005-124 to require ultrasonic inspection of the CWB lower panel.

After EASA AD 2017-0210 was issued (which included also A300-600 aeroplanes) Airbus revised in a third step the inspection programme for A300-600 post-mod 12171 and post-mod 12249 aeroplanes reducing inspection thresholds and intervals and introducing the CWB lower panel inspection. Airbus published SB A300-57-6121, superseding Airworthiness Limitation Items (ALI) tasks 571012 & 571014 and EASA issued AD 2018-0229 retaining the requirements and superseding AD 2017-0210 expanding the Applicability by adding post-mod 12171 and post mod 12249 Airbus A300-600 aeroplanes.

Since AD 2018-0229 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 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 applicable SB 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 2018-0229 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 elapses, EASA will revise the AD 2018-0229 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:

Modification:

(1) For the MSN 001 aeroplane: Before exceeding 15 100 FC or 38 900 FH, whichever occurs first since aeroplane first flight, modify the angle fitting attachment holes, both right-hand (RH) and left-hand (LH) sides, by cold expansion, in accordance with the instructions of the applicable modification SB.

Internal Lower Angle Fitting (Vertical Face) Inspections:

(2) For Group 1 aeroplanes: Before exceeding the threshold specified in Table 1 or Table 2 of this AD, as applicable, or within the 'grace periods' (see Note 1 of this AD) as defined in the applicable inspection SB, whichever occurs later, and, thereafter, at intervals not to exceed the values defined in Table 1 of this AD, as applicable, accomplish an HFEC rotating probe inspection of holes H, I, K, L, M, N, U, V, W, X and Y of the internal lower angle fitting web (LH and RH), in accordance with the instructions of the applicable inspection SB.

Table 1 – Internal Lower Angle Fitting (Vertical Face) Inspections for all aeroplanes, except MSN 005

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 3 of this AD)	**Intervals** (not to exceed)
> 1.5	7 400 FC or 15 950 FH	4 350 FC or 9 450 FH
≤ 1.5	7 950 FC or 11 950 FH	4 700 FC or 7 100 FH

Table 2 – Internal Lower Angle Fitting (Vertical Face) Inspections for MSN 005

Thresholds (see Note 3 of this AD)	**Intervals** (not to exceed)
7 400 FC or 15 950 FH	4 350 FC or 9 450 FH

Note 1: The 12 months grace period, as defined in paragraph 1.E.(2) of the applicable inspection SB, has to be counted from 07 November 2017 (the effective date of EASA AD 2017-0210), without exceeding the inspection threshold and interval defined in Airbus SB A300-57-9001 original issue.

Internal Lower Angle Fitting (Horizontal Face) Inspections:

(3) For Group 1 aeroplanes: Before exceeding the thresholds defined in Table 3 or Table 4 of this AD, as applicable, or within the 'grace periods' (see Note 2 of this AD) as defined in the applicable inspection SB, whichever occurs later, and, thereafter, at intervals not to exceed the values defined in Table 2 or Table 3 of this AD, as applicable, accomplish an HFEC rotating probe inspection of the holes A, B, C, D, E, F, G, P, Q, S and T (adjacent to hole G) of the internal lower angle fitting horizontal splicing (LH and RH) in accordance with the instructions of the applicable inspection SB.

Table 3 – Internal Lower Angle Fitting (Horizontal Face) Inspections
for MSN 001 aeroplane

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds** (see Note 3 of this AD)	**Intervals** (not to exceed)
> 1.5	6 800 FC or 14 750 FH	6 300 FC or 13 650 FH
≤ 1.5	7 350 FC or 11 050 FH	6 800 FC or 10 250 FH

Table 4 – Internal Lower Angle Fitting (Horizontal Face) Inspections,
all aeroplanes, except MSN 001 aeroplane

Thresholds (see Note 3 of this AD)	**Intervals** (not to exceed)
6 800 FC or 14 750 FH	6 300 FC or 13 650 FH

Note 2: The 12 months grace period, as defined in paragraphs 1.E.(2) of the applicable inspection SB, has to be counted from 07 November 2017 (the effective date of EASA AD 2017-0210), without exceeding the inspection threshold and interval defined in Airbus SB A300-57-9002 Revision 01.

Aft Bottom Panel Inspections:

(4) For Group 1 aeroplanes: Before exceeding the thresholds defined in Table 5 or Table 6 of this AD, as applicable, or within the 'grace periods' (see Note 2 of this AD) as defined in the applicable inspection SB, whichever occurs later, and, thereafter, at intervals not to exceed the values defined in Table 4 of this AD, as applicable, accomplish an ultrasonic inspection of the aft bottom panel in accordance with the instructions of the applicable inspection SB.

Table 5 – Aft Bottom Panel Inspections for MSN 001 aeroplane

Compliance Time (FC or FH, whichever occurs first)		
AFT	**Thresholds**	**Intervals** (not to exceed)
> 1.5	6 800 FC or 14 750 FH	1 400 FC or 3 050 FH
≤ 1.5	7 350 FC or 11 050 FH	1 500 FC or 2 250 FH

Table 6 – Aft Bottom Panel Inspections for all aeroplanes, except MSN 001 aeroplane

Thresholds	**Intervals** (not to exceed)
6 800 FC or 14 750 FH	1 400 FC or 3 050 FH

Internal Lower Angle Fittings (Vertical and Horizontal Faces) and Aft Bottom Panel Inspections:

(5) 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 applicable inspection SB for post-mod 19746 (SB A300-00-9002) aeroplanes, as applicable, accomplish repetitive SDI (ultrasonic or HFEC) inspections of the affected area in accordance with the instructions of the SB.

Corrective Action(s):

(6) If, during any inspection as required by paragraph (2), (3), (4) or (5) of this AD, as applicable, any crack indication is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable inspection SB, or contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

Credit:

(7) 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 or Revision 2 of the Airbus SB Airbus SB A300-57-9001; or Revision 02 or Revision 03 of the SB A300-57-9002 are acceptable to comply with the requirements of paragraphs (2), (3), (4) and (6) of this AD, as applicable, for that aeroplane.

Reporting:

(8) Within 30 days after each inspection as required by this AD or within 30 days after the effective date of this AD, whichever occurs later, report all inspection results to Airbus.

Terminating Action:

(9) None.

Ref. Publications:

Airbus SB A300-57-9001 Revision 01 dated 22 August 2017, or Revision 02 dated 27 March 2018, or Revision 03 dated 16 July 2025.

Airbus SB A300-57-9002 Revision 02 dated 22 August 2017, or Revision 03 dated 07 February 2019, or Revision 04 dated 25 June 2025.

Airbus SB A300-57-9016 original issue dated 13 June 2005.

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 October 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.