

# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 94-207-168(B) R1  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300 Aircraft

Inspection of the wing rear spar web at the build slot  
between ribs 1 and 2

This Airworthiness Directive applies to AIRBUS INDUSTRIE A300 aircraft all certified models and all serial numbers, A300-600 series excluded.

In order to prevent initiation of cracks between the build slot and the nearest attachment holes, at the wing rear spar web between ribs 1 and 2, which would affect the structural integrity of the airframe, the following measures are rendered mandatory on the effective date of this Airworthiness Directive :

1/ Perform an eddy current inspection of the zone defined in the Service Bulletin in accordance with the threshold and the instructions given in AIRBUS INDUSTRIE Service Bulletin A300-57-213 Rev. 2.

2/ Repeat this inspection at the intervals defined by AIRBUS INDUSTRIE Service Bulletin A300-57-213 Rev. 2.

**NOTE 1** : No further inspection in accordance with this Airworthiness Directive is required on aircraft A300B4, C4 and F4 after accomplishment of AIRBUS INDUSTRIE Service Bulletin A300-57-221.

**NOTE 2** : Inform AIRBUS INDUSTRIE of all inspection results, including nil findings.

Ref. : AIRBUS INDUSTRIE Service Bulletin A300-57-213 Rev. 2  
AIRBUS INDUSTRIE Service Bulletin A300-57-221

This Revision 1 replaces original issue of AD 94-207-168(B) dated September 14, 1994.

### EFFECTIVE DATES :

Original AD : SEPTEMBER 24, 1994  
Revision 1 : FEBRUARY 24, 1996