

# 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. : 97-374-238(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300-600 Aircraft

Wings - Inspection of top skin at front spar (ATA 57)

#### Applicability :

AIRBUS INDUSTRIE A300-600 aircraft, all certified models and all serial numbers.

#### Reason :

During full-scale fatigue testing, cracks were found in the wing top skin between ribs 1 and 7, starting at the front spar fastener holes.

The initiation of such crack could affect the structural integrity of the airframe.

#### Action :

- 1) Prior to accumulation of 22,000 flights or within 2,000 flights following the effective date of this Airworthiness Directive, whichever occurs later, perform a detailed visual inspection and, if necessary, an Eddy Current inspection and repair in accordance with the instructions of Service Bulletin A300-57-6045.
- 2) Repeat this inspection programme at intervals not exceeding 8,000 flights.

#### Note :

The number of touch and go flights can be neglected when they are less than 5% of the total number of flights between two consecutive inspections.

When the number of touch and go flights is more than 5% of the total number between two consecutive inspections, each touch and go flight beyond 5% has to be counted as a flight cycle.

Ref. : AIRBUS INDUSTRIE Service Bulletin A300-57-6045  
(or any other later approved revision)

**EFFECTIVE DATE : DECEMBER 13, 1997**

n/JYR

December 03, 1997

AIRBUS INDUSTRIE  
A300-600 Aircraft

97-374-238(B)