

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

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. : 1999-008-020(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300-600ST BELUGA Aircraft

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

APPLICABILITY :

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

REASON :

During A300-600 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, perform a detailed visual inspection and, if necessary, an Eddy Current inspection and repair in accordance with the instructions of AIRBUS INDUSTRIE 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.

REFERENCES :

- Airworthiness Directive A300-600 No. 97-374-238(B)
- AIRBUS INDUSTRIE Service Bulletin A300-57-6045 (or any other later approved revision)

January 13, 1999

AIRBUS INDUSTRIE
A300-600ST BELUGA Aircraft

1999-008-020(B)

EFFECTIVE DATE : JANUARY 23, 1999

SUPERSEDED