	AIRWORTHINESS DIRECTIVE No F-2004-130 R1		Distribution: B	Issue date: November 10, 2004 <i>Correction of April 13, 2005</i>	Page : 1/3
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2004-130 original issue		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A300, A310, A300-600 and A300-600ST aircraft		
Type certificate(s) No. 72, EASA A.014 TCDS No 145, EASA A.014					
ATA chapter: 28		Subject: Fuel system - Prevention against explosion risks - APU - Bleed air leak detection loop			

This is a correction. Corrected line is marked with the letter "C" in the margin

1. EFFECTIVITY:

AIRBUS A300 aircraft, fitted with a centre tank, all serial numbers:

- A300 aircraft in the FFCC (Forward Facing Crew Cockpit) configuration, certified as A300B4-203, A300B4-220 models,
- A300 aircraft series A300B4-100, A300B4-200, A300C4-200 and A300F4-200,

C | AIRBUS A310, A300-600 and A300-600ST aircraft, all certified models, all serial numbers.

2. REASONS:


Further to the accident of a Boeing 747-131 aircraft (flight TWA800), the FAA has published SFAR 88 (Special Federal Aviation Regulation 88).

In their letters referenced 04/00/02/07/01-L296, dated March 4th, 2002, and 04/00/02/07/03-L024 dated February 3rd, 2003, the JAA recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certifications for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 3 402 kg (7,500 lb) or more, which have received their certifications since January 1st, 1958, are required to conduct a design review against explosion risks.

In this context, the manufacturer revised the operational conditions of use of the auxiliary power unit (APU) bleed air supply system, in order to forbid the use of this system if one of the APU leak detection loops is inoperative.

Revision 1 of this Airworthiness Directive (AD) adds A300-600ST "BELUGA" aircraft in the effectivity list. It is taken advantage of this revision in order to update the references of the reference publications relating to A310 and A300-600 aircraft.

	AIRWORTHINESS DIRECTIVE No F-2004-130 R1	Distribution: B	Issue date: November 10, 2004 <i>Correction of April 13, 2005</i>	Page: 2/3
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3. MANDATORY ACTION AND COMPLIANCE TIMES:

For A300 and A300 FFCC aircraft:

Check that the Minimum Equipment List (MEL) of the aircraft incorporates the revised operational conditions "APU manifold fault detector loop" (ATA chapter 36, item 21 for A300 aircraft, item 20 for A300 FFCC aircraft) on the basis of the following manufacturer's Master Minimum Equipment List (MMEL):

- A300 aircraft: Revision 22 of the MMEL dated April 2004, approved by the DGAC on March 12, 2004.
- A300 FFCC aircraft: Revision 11 of the MMEL dated April 2004, approved by the DGAC on March 12, 2004.

The crews have to conform to these directives.

For A310 A300-600 and A300-600ST aircraft:

Introduce the temporary revision (TR) of the following manufacturer's MMEL in the MEL of the aircraft:

- A310 TR No. 01-36/01L issue 01 dated September 2003, approved by the DGAC on March 12, 2004.
- A300-600 TR No. 01-36/01K issue 01 dated September 2003, approved by the DGAC on March 12, 2004.
- A300-600ST TR No. 01-36/01C issue 01 dated September 2003, approved by the DGAC on March 12, 2004.

The crews have to conform to these directives.

4. REFERENCE PUBLICATION:

A300 MMEL Revision 22 dated April 2004, approved by DGAC on March 12, 2004.
A300 FFCC MMEL Revision 11 dated April 2004, approved by DGAC on March 12, 2004.
Any later approved revision of these documents is acceptable.


A310 MMEL TR No. 01-36/01L issue 01 dated September 2003, approved by DGAC on March 12, 2004.
A300-600 MMEL TR No. 01-36/01K issue 01 dated September 2003, approved by DGAC on March 12, 2004.
A300-600ST MMEL TR No. 01-36/01C issue 01 dated September 2003, approved by DGAC on March 12, 2004.
Any later approved revision or updating of these MMEL TR's is acceptable.

Note: These MMEL TR have been included in the following MMEL revisions:

- A310 MMEL Revision 15 dated October 2004, approved by DGAC on September 14, 2004,
- A300-600 MMEL Revision 13 dated October 2004, approved by DGAC on September 14, 2004,
- A300-600ST MMEL Revision 6 dated October 2004, approved by DGAC on September 14, 2004.

5. EFFECTIVE DATES:

Original issue : August 14, 2004
Revision 1 : November 20, 2004.

	AIRWORTHINESS DIRECTIVE No F-2004-130 R1	Distribution: B	Issue date: November 10, 2004 <i>Correction of April 13, 2005</i>	Page: 3/3
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6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Hubert ANGELIER - Fax: 33 5 61 93 45 80.

7. **APPROVAL:**

This AD Revision is approved under EASA reference No 2004-10848 dated November 03, 2004.