	AIRWORTHINESS DIRECTIVE No F-2004-185	Distribution: B	Issue date: November 24, 2004	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: 90-093-110 R1 which is cancelled		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300 aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 53	Subject: Fuselage - Forward intermediate section skin at frame 28A and 30A			

1. EFFECTIVITY:

AIRBUS A300 series aircraft (except A300-600 series), all certified models, all serial numbers.

2. REASONS:

Cracks were detected on the forward intermediate section skin at the junction of frames 28A and 30A above the stringers 30 RH and 30 LH. This situation if not corrected could lead to a reduction in the structural integrity of the fuselage and could result in a rapid decompression.

Consequently, Airworthiness Directive (AD) 90-093-110 R1 had rendered mandatory the inspection and the modification by accomplishment of AIRBUS Service Bulletins (SB) A300-53-0283 and A300-53-0285 respectively.


In the assumption where, when performing AD 90-093-110 R1:

- the operators did not conduct the preliminary inspection in accordance with SB A300-53-0283 from original issue up to Revision 2 before the immediate embodiment of the modification (SB A300-53-0285), or
- cracks detected during the inspection in accordance with SB A300-53-0283 from original issue up to revision 2 would have not been corrected in compliance with the temporary repair defined in this SB before embodiment of the modification in accordance with SB A300-53-0285,

then the incorporation of the modification in accordance with SB A300-53-0285 is called into question by the manufacturer.

This is why Revision 3 of inspection SB A300-53-0283 requires an additional action for operators whose aircraft are as described in paragraphs 3.1. and 3.2 .of this AD.

This AD replaces AD 90-093-110 R1 which is cancelled..

	AIRWORTHINESS DIRECTIVE No F-2004-185	Distribution: B	Issue date: November 24, 2004	Page: 2/3
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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD unless already accomplished:

3.1. Configuration 01

This configuration concerns aircraft which have not been modified in accordance with SB A300-53-0285 original issue or later approved issue.

3.1.1. Conduct an inspection of the skin panels in accordance with the instructions of SB A300-53-0283 R3 before the accumulation of 18,000 flights or 24,000 flight hours since new, whichever occurs first.

Note: Aircraft which have been inspected in accordance with AOT 53/90/01 before May 02, 1990, effective date of AD 90-093-110 at original issue and as specified in this AD, are not concerned by this first inspection.

3.1.2. If no crack has been detected, repeat the inspection in accordance with SB A300-53-0283 R3 at intervals not exceeding 3,000 flights.

3.1.3. If a crack has been detected and depending upon its length, proceed with the temporary repair or repeat the inspection every 100 flights till the accomplishment of the repair in accordance with SB A300-53-0283 R3.

3.1.4. Within 15,000 flights or 20,000 flight hours, whichever occurs first, after the temporary repair has been carried out either in accordance with AIRBUS AOT 53/90/01 or SB A300-53-0283 R3, proceed with the reinforcement of the frame structure 28A and 30A between the stringers 27 and 30, fuselage RH and LH sides, in accordance with the instructions of SB A300-53-0285 R2.

Note: No further inspection or further action is required by this AD after accomplishment of SB A300-53-0285 R2.

3.2. Configuration 02

This configuration concerns aircraft modified in accordance with SB A300-53-0285 from original issue up to Revision 2 and on which:


- SB A300-53-0283 has not been previously accomplished or,
- cracks detected during the inspection in accordance with SB A300-53-0283 from original issue up to Revision 2 have not been corrected in compliance with the temporary repair defined in this SB before embodiment of the modification in accordance with SB A300-53-0285.

3.2.1. Within 2,400 flights or 18 months at latest from the effective date of this AD, whichever occurs first, conduct an inspection of the skin panels in accordance with the instructions of SB A300-53-0283 R3.

3.2.2. If a crack is detected, determine the length of the crack in compliance with the instructions of SB A300-53-0283 R3.

Before the next flight, contact AIRBUS which will propose the instructions and the suitable repair solution.

3.2.3. If no crack is detected, no further action is required by this AD.

	AIRWORTHINESS DIRECTIVE No F-2004-185	Distribution: B	Issue date: November 24, 2004	Page: 3/3
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3.3. Configuration 03

This configuration concerns aircraft modified in accordance with SB A300-53-0285 from original issue up to Revision 2 and on which:

- the inspection in accordance with SB A300-53-0283 has been previously performed without detection of cracks or,
- inspection in accordance with SB A300-53-0283 has been previously performed with detection of cracks and corrected before incorporation of SB A300-53-0285,

in which case no further action is required by this AD.

4. REFERENCE PUBLICATIONS:

AIRBUS AOT 53/90/01.
AIRBUS Service Bulletin A300-53-0283 Revision 3
AIRBUS Service Bulletin A300-53-0285 Revision 2
(Any later approved revision of these SBs is acceptable)

5. EFFECTIVE DATE:

December 04, 2004.

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 is approved under EASA reference No 2004-11113 dated November 17, 2004.