	AIRWORTHINESS DIRECTIVE No F-2004-093		Distribution: B	Issue date: June 23, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC : <input checked="checked" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	<p align="center">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.</p>				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A310 and A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145					
ATA chapter: 34		Subject: Navigation - Inertial reference units			

1. **EFFECTIVITY:**

AIRBUS A310 and A300-600 aircraft, all certified models and all serial numbers, equipped with HONEYWELL IRUs with PNs:

- HG1050BD01
- HG1050BD02
- HG1050BD05

Aircraft on which AIRBUS modification No. 12304 has been embodied in production (or on which AIRBUS Service Bulletin (SB) A310-34-2158 or A300-34-6135 has been embodied in service) are not concerned by the requirements of this Airworthiness Directive (AD).


2. **REASONS:**

The magnetic variation tables entered into the Honeywell IRU' s mentioned above are now obsolete in certain regions of the world.

Studies have shown that for a given airport, a difference greater than 2° between the real magnetic variation and the one in the database of the IRU' s can have dangerous consequences when the aircraft is in Cat.2 or Cat.3 automatic landing and taxiing phases.

A Temporary Revision to the flight manual gives a list of airports concerned and gives a date from which automatic landings "AUTOLAND" and automatic taxiing after touchdown "ROLL OUT" are prohibited.

This AD renders mandatory the limitations introduced by this Temporary Revision of the flight manual.

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3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

From the effective date of this AD, unless already accomplished, introduce the following Temporary Revisions, approved by the EASA on February 9th, 2004, into the A310 and A300-600 aircraft Flight Manuals:

- A310 Flight Manual Temporary Revision 6.01.03/36
- A300-600 Flight Manual Temporary Revision 6.01.03/08

and comply with these directives.

Embodiment of SB A310-34-2158 or A300-34-6135, as applicable, rendered mandatory by AD 2001-303 that installs IRU standards PN HG1050BD06 or HG1050BD07, combined with the impossibility of return to an earlier standard, cancels the operational limitation introduced by AD 2004-093.

4. **REFERENCE PUBLICATIONS:**

A310 Flight Manual Temporary Revision 6.01.03.36
A300-600 Flight Manual Temporary Revision 6.01.03/08.

5. **EFFECTIVE DATE:**

July 03, 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 2004-6369 dated June 15, 2004.