	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-093 R1</b>	Distribution: <b>B</b>	Issue date: <b>August 03, 2005</b>	Page : <b>1/3</b>
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>	
	<p style="text-align: center;"><b>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.</b></p>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>F-2005-093 original issue</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A300 aircraft</b>		
Type certificate(s) No. <b>72</b> TCDS No <b>145</b>				
ATA chapter: <b>53</b>	Subject: <b>Fuselage - Inspection of rear pressure bulkhead</b>			

### 1. EFFECTIVITY:

AIRBUS A300 aircraft (except for A300-600) all certified models and all serial numbers.

### 2. REASONS:

Airworthiness Directive (AD) F-1989-068-093 was issued at original issue then at Revision 1 in order to avoid risk of corrosion and growth of cracks in the rear pressure bulkhead area, which could affect the structural integrity of the fuselage and cause rapid decompression of the cabin.

Revision 2 of AD F-1989-068-093 was distributed to inform the operators of the deletion of paragraph A of the original issue and Revision 1 which was transferred to AD F-2004-193 still in force.

This AD at original issue took over the requirements of AD F-1989-068-093 R2 and reduced the mandatory repetitive inspection interval of the APU bleed air service aperture addressed by Revision 2 of AIRBUS Service Bulletin (SB) A300-53-0218.


[...]

Reason for Revision 1 of this AD:

This AD at original issue did not completely include all the changes occurred in the content of SB A300-53-0218 at Revision 2. Therefore, and in order to clarify this situation, some points of the below paragraph 3 are revised to be in accordance with Revision 2 of SB A300-53-0218.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory on the effective date of this AD at original issue:

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Inspection of service apertures, attachment angles and surrounding area of the upper part of the rear pressure bulkhead:

In order to avoid risk of corrosion and growth of cracks in the upper surrounding area, the attachment angles and the service apertures, perform the inspection program in accordance with the instructions of SB A300-53-0218 Rev. 2 within the following deadlines and conditions:

1/ Inspect the upper part of the rear pressure bulkhead, the attachment angles and all service apertures before the accumulation of 24,000 flights since the first flight proceeding as described in paragraph 3B of SB A300-53-0218 Rev. 2.

[...]

a/ For aircraft which have accumulated between 22,000 and 26,000 flights since first flight on April 19<sup>th</sup>, 1989, the effective date of AD 1989-068-093 original issue, the inspections are to be performed within 2,000 flights from April 19<sup>th</sup>, 1989.

b/ For aircraft which have accumulated more than 26,000 flights since first flight on April 19<sup>th</sup>, 1989, the effective date of AD 1989-068-093 original issue, the inspections are to be performed within 1,000 flights from April 19<sup>th</sup>, 1989.

[...]

2/ For the upper part of the surrounding area and in cases where no corrosion or crack indications were detected, repeat this inspection at intervals not exceeding 8,000 flights.

3/ For all service apertures, except for APU bleed air service apertures and when no corrosion or crack indications were detected, repeat this inspection at intervals not exceeding 6,000 flights.

4/ For the APU bleed air service aperture and when no corrosion or crack indications were detected, repeat this inspection at intervals not exceeding 6,000 flights.

If the latest inspection performed exceeds 6,000 flights at the effective date of this AD at original issue, perform the inspection at latest within the 2,000 flights which follow the effective date of this AD without however exceeding the initially required 12,000 flights per SB A300-53-0218 Rev. 1.

5/ If corrosion or cracks are detected during the inspections specified in paragraphs 1/, 2/, 3/, 4/, above, apply the corresponding corrective actions within the imposed deadlines in accordance with paragraph 3B, figure 1 and table 1 of SB A300-53-0218 Rev. 2.

**Note:** Unless specified otherwise in SB A300-53-0218 Rev. 2, these corrective actions are to be performed before the next flight.


#### 4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A300-53-0218 Revision 2  
Any later approved revision of this SB is acceptable.

#### 5. EFFECTIVE DATES:

**Original issue** : June 18, 2005

**Revision 1** : Upon receipt from August 03, 2005.

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**6. REMARK:**

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

AIRBUS SAS - Office of Airworthiness - EAW - Fax: 33 5 61 93 45 80.

**7. APPROVAL:**

This AD Revision is approved under EASA reference No 2005-6111 dated July 27, 2005.