	AIRWORTHINESS DIRECTIVE No F-2004-125	Distribution: B	Issue date: July 21, 2004	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	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>	
	<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 aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 28	Subject: Fuel system - Prevention against explosion risks - Inspection of clearance between the compensator on probe No. 1 and the guide assembly			

1. EFFECTIVITY:

AIRBUS A310 aircraft, all certified models, all serial numbers, except for aircraft which have received embodiment of AIRBUS Service Bulletin (SB) A310-28-2152.

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 3402 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.

The inspection of clearance between the compensator on probe No. 1 and the guide assembly rendered mandatory by this Airworthiness Directive (AD) is a consequence of this design review.

3. MANDATORY ACTION AND COMPLIANCE TIMES:

Prior to accumulation of 4,000 flight hours from the effective date of this AD, unless already accomplished, check and correct if required the clearance between the compensator on probe No. 1 and the guide assembly of the LH and RH wing outboard fuel tank, in accordance with the instructions defined in SB A310-28-2152.

Note: During any removal of a fuel probe No. 1, and if the modification defined in SB A310-28-2152 has not yet been applied, the operator must check that the requirements of this AD are met.

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4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin A310-28-2152
(Any later approved revision of this SB is acceptable).

5. EFFECTIVE DATE:

July 31, 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 2004-7522 dated July 13, 2004.