	AIRWORTHINESS DIRECTIVE No F-2005-084 R1		Distribution: B	Issue date: August 17, 2005	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-2005-084 original issue		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A300, A310 and A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145					
ATA chapter: 53		Subject: Inspection of frame 12A floor/fuselage beam stiffener fittings			

1. EFFECTIVITY:

AIRBUS A300, A310 and A300-600 aircraft, all certified models and all serial numbers except for aircraft on which AIRBUS modification No. 12662 has been embodied in production or on which AIRBUS Service Bulletin (SB) A300-53-0364 original issue or Revision 1 or Revision 2 or A310-53-2116 original issue or Revision 1 or Revision 2 or A300-53-6137 original issue or Revision 1 or Revision 2 or Revision 3 has been embodied in service.

2. REASONS:

Cracks have been observed on the upper attachment fitting of the stiffener fitting on the floor beam at frame 12A, RH and LH sides of the fuselage.

These cracks are due to the combined effect of the pressurization of the cabin and bending induced by thermal effects which generates a longitudinal force in the floor beam causing a high level of fatigue in the fitting.

This situation, if not corrected, may lead to the complete failure of the fitting and, therefore, affect the structural integrity of the floor and the rods in the surrounding zone.

Revision 1 of this Airworthiness Directive (AD) aims at extending the grace period to aircraft that are approaching the inspection threshold.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Unless already accomplished, the following measures are rendered mandatory from the effective date of this AD at original issue:

**AIRWORTHINESS DIRECTIVE****No F-2005-084 R1**

Distribution:

B

Issue date:

August 17, 2005

Page:

2/3

3.1. Before the accumulation of the number of flights and according to the configuration of the aircraft in accordance with paragraph 1.E.(2) of SB A300-53-0365 Revision 1 or A310-53-2117 Revision 1 or A300-53-6138 Revision 1 as applicable,
or

- 2,500 flight cycles (FC) from the effective date of this AD at original issue for A300B2-100, A300B2-200 and A300B2-300 series aircraft,

- 2,000 FC from the effective date of this AD at original issue for A300B4-100, A300B4-200, A300F4-200 and A300C4-200 series aircraft, and for A310 and A300-600 aircraft, all certified models.

whichever occurs later

perform an Eddy Current (HFEC) inspection of the stiffener fitting, RH and LH sides of the fuselage, at frame 12A in accordance with the instructions of the above applicable SB.

On the effective date of this AD at original issue, aircraft already inspected in accordance with the instructions of the above SB' s at their original issue are not concerned by the requirements of paragraph 3.1.

3.2. Apply the corrective measures described on the flow chart (figure 2) of SB A300-53-0365 Revision 1 or A310-53-2117 Revision 1 or A300-53-6138 Revision 1 as applicable in accordance with the compliance times according to the lengths of the cracks detected.

On the effective date of this AD at original issue and if concerned, aircraft on which the corrective measures in accordance with the instructions of SB A300-53-0365 original issue or A310-53-2117 original issue or A300-53-6138 original issue as applicable have been embodied are not concerned by the requirements of paragraph 3.2.

3.3. If no cracks are detected by the inspection as per paragraph 3.1 or as per the above SB' s at original issue, repeat the Eddy Current (HFEC) inspection at the intervals and in accordance with the instructions of SB A300-53-0365 Revision 1 or A310-53-2117 Revision 1 or A300-53-6138 Revision 1 as applicable.

3.4. Transmit the results of the inspection, whatever they are, to AIRBUS.

Note : The embodiment of SB A300-53-0364 original issue or Revision 1 or Revision 2 or A310-53-2116 original issue or Revision 1 or Revision 2 or A300-53-6137 original issue or Revision 1 or Revision 2 or Revision 3 as applicable makes the requirements of this AD null and void.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletins:

A300-53-0365 original issue or Revision 1

A300-53-6138 original issue or Revision 1

A310-53-2117 original issue or Revision 1

A300-53-0364 original issue or Revision 1 or Revision 2

A300-53-6137 original issue or Revision 1 or Revision 2 or Revision 3


A310-53-2116 original issue or Revision 1 or Revision 2

Any later approved revisions of these SB' s is acceptable.

5. EFFECTIVE DATES:

Original issue : June 04, 2005

Revision 1 : Upon receipt from August 17, 2005.

	AIRWORTHINESS DIRECTIVE No F-2005-084 R1	Distribution: B	Issue date: August 17, 2005	Page: 3/3
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6. REMARK:

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

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

7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-6142 dated August 09, 2005.