



CIVIL AVIATION AUTHORITY
CZECH REPUBLIC
Airworthiness Division
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AIRWORTHINESS DIRECTIVE

Number: CAA-AD-058/1999R2
Supersedes CAA-AD-058/1999R1
Date of issue: December 30, 2003
AIRBUS
A310, A300-600

AIRCRAFT - THRUST REVERSER (ATA 71, 78) - DE-ACTIVATION

Applicability: AIRBUS A310 and A300-600 aircraft equipped with JT9D-7R4 or P&W 4000 series engines, except for aircraft which have already been supplied with:

- the three AIRBUS modifications (Mod.) 12261, 12264 and 12265 in production or AIRBUS Service Bulletin (SB) A310-78-2018 (at original issue or any later revision) in service (PWJT9D-7R4 engine)
or
- the three Mod. 12261, 12264 and 12266 in production or SB A310-78-2020 (at original issue or any later revision) or SB A300-78-6017 (at original issue or any later revision) in service (PWJT9D-7R4 engine)
or
- the four Mod. 12262, 12263, 12265 and 12377 in production or SB A310-78-2019 (at original issue or any later revision) or SB A300-78-6018 (at original issue or any later revision) in service (PW4000 engine)
or
- the three Mod. 12262, 12263 and 12266 in production or SB A300-78-6020 (at original issue or any later revision) in service (PW 4000 engine).

Effective date: Upon receipt.

Compliance: Required as indicated DGAC AD 1999-181-283(B) R2.

Remarks: The compliance of this AD must be recorded in Aircraft Logbook, where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyně Airport, 160 08 Prague 6, Czech Republic, tel.: 420 2 33320922, fax: 420 2 20562270.

Ing. Pavel MATOUŠEK
Director

DGAC AD 1999-181-283(B) R2

AIRBUS A310 and A300-600 aircraft

Thrust reverser (ATA 71, 78)

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REASONS:

This Airworthiness Directive is prompted by a recent event of Thrust Reverser in flight deployment on an A300-600 aircraft equipped with PRATT & WHITNEY 4158 engines.

This condition, if not corrected could impair the flight controllability of the aircraft.

Telegraphic Airworthiness Directive No. T98-477-273(B) was issued to prevent such situations from recurring by requiring the mandatory de-activation of the thrust reversers. Revision 1 of this Airworthiness Directive allowed the re-activation of the thrust reverser under certain conditions based on the findings of the event investigation.

Further to additional investigation results which led to the refining of the conditions required for reactivating the thrust reverser and keeping it re-activated, this Airworthiness Directive re-defines the thrust reversers "de-activation/re-activation program.

Revision 1 take into account AIRBUS AOT 78-09 Revision 3 which releases the compliance date for some actions.

The purpose of Revision 2 of this Airworthiness Directive is to revise the "Applicability" paragraph in order to refer to the third line of defense (TLOD) modifications.

MANDATORY ACTIONS AND COMPLIANCE TIMES:

To prevent an in flight Thrust Reverser deployment accomplish the following:

a) Thrust Reversers de-activation:

Before departure from Main Base or within the next four (4) flight cycles following the effective date of the original issue of this AD, whichever occurs first, deactivate both Thrust Reversers in accordance with the instructions given in paragraph 4,2 of AIRBUS Ail Operators Telex (AOT) 78-08, November 30, 1998.

b) Thrust Reversers re-activation:

Reactivation of a Thrust Reverser is only allowed under the following conditions:

1. Reinforce the Stow Selection, and periodically inspect the Selector Valve in accordance with the terms and conditions of paragraph 4.2.1.1 of AIRBUS AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.

2. Reinforce the protection of the Thrust Reverser against power supply loss in accordance with the terms and conditions of paragraph 4.2.1.2 of AIRBUS AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.
3. Reinforce the protection against inadvertent pressurization of the Thrust Reverser in accordance with the terms and conditions of paragraph 4.2.1.3 of AIRBUS AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.
4. Perform a Thrust Reverser Aerostow seal check and a Power Drive Unit (PDU) check, in accordance with the terms and conditions of paragraph 4.2.1.4 of AIRBUS AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.
5. Perform a Thrust Reverser operational Test in accordance with the terms and conditions of paragraph 4.2.1.5 of AIRBUS AOT 78-09 revisions 02 dated April 22, 1999 or 3 dated June 29, 1999.

NOTE : Operational Recommendations:

- i) With both Thrust Reverser deactivated, follow the Operational recommendations described in AIRBUS Flight Operation Telex (FOT) 999.0124/98 Revision 3, December 10, 1998.
- ii) When, and if, Thrust Reverser(s) is/are reactivated, follow the Operational recommendations described in AIRBUS FOT 999.0140/98, December 23, 1998.

REF.: AIRBUS All Operators Telex (AOT) 78-08 November 30,1998
AIRBUS All Operators Telex (AOT) 78-09 REV 02/22 April 1999
AIRBUS All Operators Telex (AOT) 78-09 REV 03/29 June 1999
AIRBUS Flight Operation Telex (FOT) 999.0124/98 Revision 3 December 10, 1998
AIRBUS Flight Operation Telex (FOT) 999.0140/98 December 23, 1998.

| This Revision 2 replaces AD 1999-181-283(B) R1 issued on July 13, 1999.

EFFECTIVE DATES:

Original issue: MAY 15, 1999
Revision 1: Upon receipt from JULY 13, 1999
Revision 2: NOVEMBER 08, 2003