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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-098/2004

Datum vydání 03. listopadu 2004

AIRBUS SAS  
A310, A300-600

### LETOUN - OBRACEČ TAHU - MODIFIKACE

**Týká se:** letadel AIRBUS A310 a A300-600, vybavených motory GE CF6-80A3 nebo CF6-80C2, mimo letadel, jak je blíže uvedeno v části "Effectivity" v F-2004-165 (příloha tohoto PZZ).

**Datum účinnosti:** 23. prosince 2004

**Provést v termínech:**

Jak je popsáno v F-2004-165 od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle F-2004-165.

*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Toman.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě F-2004-165, který byl schválen EASA pod číslem 2004-10120.

**Ing. Pavel MATOUŠEK**  
ředitel

**DGAC AD No.: F-2004-165**

October 13, 2004

**AIRBUS SAS**

A310 and A300-600 aircraft

Type certificate(s) No.: 72

TCDS No.: 145

ATA chapter: 78

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.

**Thrust reverser - Implementation of a third line of defense**

**1. EFFECTIVITY:**

A310 and A300-600 AIRBUS aircraft equipped with GE CF6-80A3 or CF6-80C2 series engines, except for aircraft which have already been supplied with:

- AIRBUS Service Bulletins (SB) A310-78-2024 and A310-78-2025 in service (AIRBUS modifications Nos. 12552, 12553 and 12564) (CF6-80A3 engine)

or

- SBs A310-78-2022 and A310-78-2023 in service (modifications 12348, 12350, 12351, 12514 and 12512) (CF6-80C2 engine without FADEC)

or

- SBs A300-78-6022 Revision 1 and A300-78-6025 in service (AIRBUS modifications Nos 12348, 12350, 12351, 12514 and 12512) (CF6-80C2 engine without FADEC)

or

- AIRBUS modifications Nos 12348, 12349, 12350, 12514 and 12511 in production, or SB A300-78-6021 original issue or Revision 1 and A300-78-6024 in service (CF6-80C2 engine with FADEC).

**2. REASONS:**

As requested by the Airworthiness Authorities, AIRBUS has reassessed all thrust reverser systems of the A310 and A300-600 fleet, and has developed, with GE, an improvement of the current design of these thrust reversers.

This new design complies with the requirements defined in appendix C of the complementary regulation issued in 1994 by the FAA, entitled "criteria for assessing transport turbojet fleet Thrust Reverser system safety - Rev. A".

The installation of a third line of defense on the thrust reversers is thus rendered mandatory by this Airworthiness Directive.

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

Before December 31, 2007, unless already accomplished, apply the modifications related to the installation of the third line of defense:

A) For A310 aircraft, in accordance with the instructions of:

- SBs A310-78-2024 and A310-78-2025 (CF6-80A3 engine)

or

- SBs A310-78-2022 and A310-78-2023 (CF6-80C2 engine without FADEC).

B) For the A300-600 aircraft, in accordance with the instructions of:

- SBs A300-78-6022 Revision 1 and A300-78-6025 (CF6-80C2 engine without FADEC)

or

- SBs A300-78-6021 original issue or Revision 1 and A300-78-6024 (CF6-80C2 engine with FADEC).

Note: Installation of the electrical provisions of the third line of defense on the aircraft can be accomplished before and separately from the installation of the engine/nacelle part.

#### **4. REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletins:

A310-78-2024

A310-78-2025

A310-78-2022

A310-78-2023

A300-78-6022 Revision 1

A300-78-6025

A300-78-6021 original issue, Revision 1

A300-78-6024

Any later approved revision of these SBs is acceptable.

#### **5. EFFECTIVE DATE:**

October 23, 2004.

#### **6. REMARK:**

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

AIRBUS SAS - Hubert Angelier - Fax: 33 5 61 93 45 80.

#### **7. APPROVAL:**

This AD is approved under EASA reference No 2004-10120 dated October 05, 2004.