

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-101/1999

Datum vydání: 04. října 1999

MOTOR - OBRACEČ TAHU, ŘÍDÍCÍ VENTIL - KONTROLA/VÝMĚNA

Týká se: motorů vyrobených firmou General Electric Company CF6-80A1/A3 a CF6-80C2A instalovaných na letadlech Airbus A300-600 a A310.

Datum účinnosti: 02. prosince 1999

Provést v termínech: Jak je popsáno v FAA AD 99-18-19 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 99-18-19.

Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - 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 FAA AD 99-18-19.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

99-18-19 GENERAL ELECTRIC COMPANY: Amendment 39-11285. Docket 99-NE-41-AD. Issued August 26, 1999.

Applicability: General Electric Company (GE) CF6-80A1/A3 and CF6-80C2A series turbofan engines, installed on Airbus Industrie A300-600 and A310 series airplanes.

NOTE 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadvertent thrust reverser deployment, which, if it occurred in-flight, could result in loss of control of the airplane, accomplish the following:

GE CF6-80A1/A3 Series Engines

(a) Prior to further flight, for GE CF6-80A1/A3 series engines, perform one of the following, in accordance with Paragraphs 2.B and 2.C. of the Accomplishment Instructions of Middle River Aircraft Systems Alert Service Bulletin (ASB) No. 78A4022, dated June 4, 1999:

(1) Perform a DPV pressure check for leakage, and, if necessary, either

(i) Replace the directional pilot valve (DPV) assembly with a serviceable assembly and then perform an operational check of the thrust reverser, or

(ii) Deactivate the thrust reverser in accordance with paragraph 2(B)(8)(a) of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A4022, dated June 4, 1999, provided, however, that within 10 days after deactivation the DPV is replaced with a serviceable assembly and an operational check of the thrust reverser is then performed.

(2) Replace the DPV assembly with a serviceable assembly and then perform an operational check of the thrust reverser.

(b) Thereafter, at intervals not to exceed 700 hours time-in-service (TIS) since the last check or replacement of the DPV, for GE CF6-80A1/A3 series engines, perform one of the following, in accordance with Paragraphs 2.B and 2.C. of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A4022, dated June 4, 1999:

- (1) Perform a DPV pressure check for leakage, and, if necessary, either
 - (i) Replace the DPV assembly with a serviceable assembly and then perform an operational check of the thrust reverser, or
 - (ii) Deactivate the thrust reverser in accordance with paragraph 2(B)(8)(a) of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A4022, dated June 4, 1999, provided, however, that within 10 days after deactivation the DPV is replaced with a serviceable assembly and an operational check of the thrust reverser is then performed.
- (2) Replace the DPV assembly with a serviceable assembly and then perform an operational check of the thrust reverser.

GE CF6-80C2A Series Engines

(c) Prior to further flight, for GE CF6-80C2A series engines, perform one of the following, in accordance with Paragraphs 2.B and 2.C. of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A1081, dated June 4, 1999:

- (1) Perform a DPV pressure check for leakage, and, if necessary, either
 - (i) Replace the DPV assembly with a serviceable assembly and then perform an operational check of the thrust reverser, or
 - (ii) Deactivate the thrust reverser in accordance with paragraph 2(B)(8)(a) of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A1081, dated June 4, 1999, provided, however, that within 10 days after deactivation the DPV is replaced with a serviceable assembly and an operational check of the thrust reverser is then performed.
- (2) Replace the DPV assembly with a serviceable assembly and then perform an operational check of the thrust reverser.

(d) Thereafter, at intervals not to exceed 700 hours TIS since the last check or replacement of the DPV, for GE CF6-80C2A series engines, perform one of the following, in accordance with Paragraphs 2.B and 2.C. of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A1081, dated June 4, 1999:

- (1) Perform a DPV pressure check for leakage, and, if necessary, either
 - (i) Replace the DPV assembly with a serviceable assembly and then perform an operational check of the thrust reverser, or
 - (ii) Deactivate the thrust reverser in accordance with paragraph 2(B)(8)(a) of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A1081, dated June 4, 1999, provided, however, that within 10 days after deactivation the DPV is replaced with a serviceable assembly and an operational check of the thrust reverser is then performed.
- (2) Replace the DPV assembly with a serviceable assembly and then perform an operational check of the thrust reverser.

Serviceable DPV Assembly

(e) For the purpose of this AD, a serviceable DPV assembly is an assembly that has accumulated zero time in service, or an assembly that has accumulated zero time in service after having passed the tests in the Middle River Aircraft Systems Component Maintenance Manual GEK 85007 (78-31-51), Revision No. 6 or later, Directional Pilot Solenoid Valve, Page Block 101, Testing and Troubleshooting, or an assembly that has been successfully leak checked in accordance with Paragraph 2.B. of the Accomplishment Instructions of Middle River Aircraft Systems ASB No. 78A4022 or ASB No. 78A1081, both dated June 4, 1999, as applicable, immediately prior to installation on the airplane.

Airplane Flight Manual (AFM) Changes

(f) If one or both thrust reversers are deactivated, then prior to further flight, revise the Limitations Section of the FAA-approved AFM to include the following:

"The takeoff performance on wet and contaminated runways with a thrust reverser(s) deactivated shall be determined in accordance with Airbus Flight Operations Telex (FOT) 999.0066/99, dated June 9, 1999, as follows:

For takeoff on wet runways, use performance data in accordance with paragraph 4.1.1 of the FOT.

For takeoff on contaminated runways, use performance data in accordance with paragraph 4.1.2 of the FOT."

- (1) Notwithstanding the provisions of the FAA approved A300-600 and A310 Master Minimum Equipment List (MMEL), dispatch with both thrust reversers deactivated, for the purposes of complying with this

AD, is approved.

(2) Notwithstanding the provisions of the FAA Approved A300-600 and A310 MMEL, airplanes which have deactivated one or both thrust reversers in compliance with this AD, may not conduct operation on contaminated runways, as defined in Airbus Flight Crew Operating Manual Section 2.18.50, unless all components of the Main Wheel Brakes, Green and Yellow Brake Systems, Antiskid System, Ground Spoiler System, and all Spoiler and Speed Brake Surfaces, operate normally.

NOTE 2: The "FCOM" referenced in Airbus FOT 999.0066/99, dated June 9, 1999, is Airbus Industrie Flight Crew Operating Manual (FCOM), Revision 27 for Airbus Model A310 series airplanes and Revision 22 for A300-600 series airplanes. [The revision number is indicated on the List of Effective Pages (LEP) of the FCOM.]

(g) Prior to further flight, revise the Emergency Procedures Section of the FAA-approved AFM for Airbus Model A310 and A300-600 airplanes to include the following statement. This may be accomplished by inserting a copy of this AD into the AFM. In the event of any indication of an in-flight thrust reverser deployment or a "ENG REV UNLK" ECAM caution message triggered in flight, this procedure must be applied.

"Indicated In-flight Thrust Reverser Deployment Procedure:

1. THROTTLE (Affected Engine)..... IDLE

IF BUFFET OR BANK

2. FUEL LEVER (Affected Engine).....OFF

3. MAX SPEED..... 240 KIAS

NOTE: Item 1 of the procedure, and if buffet or bank is detected, items 2 and 3, should be accomplished immediately from memory.

NOTE: Use recommended single engine landing configuration and 1.3Vs approach speed plus 10kt.

IF NO BUFFET OR BANK

4. THROTTLE (Affected Engine)..... KEEP AT IDLE

5. MAX SPEED..... 300 KIAS

The "Indicated In-flight Thrust Reverser Deployment Procedure" listed above supersedes the "ENG REV UNLK" procedure of the "Procedures Following Failure" Section of the FAA approved AFM, section number 4.02.00, page 1."

NOTE 3: Notwithstanding procedures in the Procedures Following Failure Section of the FAA approved AFM, displayed on the on-board ECAM computer screen, published in the Airbus FCOM, or QRH, or contained in FAA approved company checklists and/or procedures, flightcrews operating A300-600 or A310 airplanes with one of more thrust reverser activated, must follow the procedure of paragraph (g) in the event of any indication of an in-flight thrust reverser deployment triggered in flight.

NOTE 4: An in-flight thrust reverser deployment may be indicated by master caution aural and visual warnings, and/or a REV UNLK light, and/or an "ENG REV UNLK" ECAM caution message, and/or airplane buffet or bank.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

NOTE 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the ECO.

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(j) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Date
Middle River Aircraft Systems CF6-80A1/A3 ASB 78A4022 Total pages: 16.	1-16	June 4, 1999
Middle River Aircraft Systems CF6-80C2A ASB 78A1081 Total pages: 15.	1-15	June 4, 1999

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Middle River Aircraft Systems, Mail Point 46, 103 Chesapeake Park Plaza, Baltimore, MD, 21220-4295, attn: Product Support Engineering; telephone (410) 682-0093, fax (410) 682-0100; and Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(k) This amendment becomes effective on September 24, 1999.

FOR FURTHER INFORMATION CONTACT:

William S. Ricci, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7742, fax (781) 238-7199.