

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-3-057/98

Datum vydání: 12. srpna 1998

Datum účinnosti: 22. srpna 1998

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this

Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of `Consigne de Navigabilité' ref. : 98-275-251(B)

In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE A300-600 and A310 Aircraft

Thrust reverser control system (ATA 78)

1. Applicability:

The present Airworthiness Directive applies to AIRBUS INDUSTRIE A300-600 and A310 aircraft, all certified models and all serial numbers, equipped with General Electric CF6-80C2 engines.

2. Reason:

In-service events revealed a failure rate higher than that assessed during the initial certification for a critical part of the thrust reverser control system, the Center Drive Unit (CDU) cone brake.

3. Action:

Therefore, to prevent an uncommanded deployment of the thrust reverser fitted on the CF6-80C2 engines, the following measures are rendered mandatory from the effective date of this Airworthiness

Directive :1.Within 600 flight hours following the effective date of this Airworthiness Directive, regardless of

aircraft configuration (i.e., whether or not modified per Lockheed Martin Alert Service Bulletin

CF6-80C2 S/B 78A1005 - original issue or any later revision up to and including Revision 3),

inspect the thrust reversers per Middle River Aircraft Systems Alert Service Bulletin

CF6-80C2 S/B 78A1015 Revision 4.

2.For aircraft with one or both thrust reversers not modified by the installation of improved translating

cowl p-seals as per Lockheed Martin Alert Service Bulletin CF6-80C2 S/B 78A1005 (original issue or

any later revision up to and including Revision 3) :

2.a)Repeat the inspections of the thrust reversers per Middle River Aircraft Systems Alert Service

Bulletin CF6-80C2 S/B 78A1015 Revision 4 at intervals not exceeding 600 flight hours.

2.b)Within 12 months following the effective date of this Airworthiness Directive, install improved

translating cowl p-sea(s on unmodified thrust reversers per Lockheed Martin Alert Service

Bulletin CF6-80C2 S/B 78A1005 Revision 3.

3.For aircraft with both thrust reversers modified by the installation of improved translating

cowl p-seals per Lockheed Martin Alert Service Bulletin CF6-80C2 S/B 78A1005

(original issue or any later revision up to and including Revision 3) repeat the inspections of the thrust

reversers per Middle River Aircraft Systems Alert Service Bulletin CF6-80C2 S/B 78A1015

Revision 4 at intervals not exceeding 7 000 flight hours.

Following installation of improved p-seals, the first reinspection of the thrust reversers shall be

performed no later than 7 000 flight hours after the last inspection accomplished per Middle River

Aircraft Systems Alert Service Bulletin CF6-80C2 S/B 78A1015 Revision 4.

Ref.: Lockheed Martin Alert Service Bulletin CF6-80C2 S/B 78A1005 Revision 3 dated August 18,1997

Middle River Aircraft Systems Alert Service Bulletin CF6-80C2 S/B 78A1015 Revision 4 dated July 01,1998.

Effective date: July 25, 1998

Případné dotazy konzultujte s pracovníkem ÚCL Technický inspektorát: Ing. Toman tf.č.2011/2711