

# 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. : 1999-181-283(B) R2  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS

### A310 and A300-600 aircraft

Thrust reverser (ATA 71, 78)

#### 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).

#### 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 N° 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 re-activating 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.

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**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 All 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