

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-165</b>	Distribution: <b>B</b>	Issue date: <b>October 13, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France GSAC publication	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.	<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>	
<b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>		Type(s): <b>A310 and A300-600 aircraft</b>		
Type certificate(s) No. <b>72</b> TCDS No <b>145</b>				
ATA chapter: <b>78</b>	Subject: <b>Thrust reverser - Implementation of a third line of defense</b>			

#### 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.

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**3. MANDATORY ACTIONS 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.