	AIRWORTHINESS DIRECTIVE No F-2001-523 R1		Distribution: B	Issue date: June 23, 2004	Page : 1/2
	Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	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.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2001-523 original issue		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A310 and A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145					
ATA chapter: 78	Subject: Thrust reverser - Implementation of a third line of defense				

1. **EFFECTIVITY:**

AIRBUS aircraft:

A310 and A300-600 equipped with PWJT9D-7R4 or PW4000 series engines, except for aircraft which have already been supplied with:

- The three AIRBUS modifications (Mod.) 12261, 12264, and 12265 in production or AIRBUS INDUSTRIE Service Bulletin (SB) A310-78-2018 in service (PWJT9D-7R4 engine).
- or
- The three Mod. 12261, 12264, and 12266 in production or SB A310-78-2020 or SB A300-78-6017 in service (PWJT9D-7R4 engine).
- or
- The four Mod.12262, 12263, 12265, and 12377 in production or SB A310-78-2019 or SB A300-78-6018 in service (PW 4000 engine).
- or
- The three Mod. 12262, 12263, and 12266 in production or SB A300-78-6020 in service (PW 4000 engine).


2. **REASONS:**

Following an in-flight thrust reverser deployment on an A300-600 equipped with P&W 4158 engines, a program of short and medium term corrective actions was launched by the Manufacturer AIRBUS INDUSTRIE and rendered mandatory by Airworthiness Directive (AD) 1999-181-283.

As requested by the Airworthiness Authorities (JAA/FAA), AIRBUS INDUSTRIE and PRATT & WHITNEY improved the current design of the 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.

Revision 1 of this AD postpones the compliance time.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Before December 31, 2004, unless already accomplished, and depending on the engine type and the aircraft configuration, apply the modifications related to the installation of the third line of defense:

- A) for A310 and A300-600 aircraft equipped with PWJT9-7R4 engines, in accordance with the instructions of the applicable SB A310-78-2018 or A310-78-2020 or A300-78-6017,
- B) for A310 and A300-600 aircraft equipped with PW 4000 engines, in accordance with the instructions of the applicable SB A310-78-2019 or A300-78-6018 or A300-78-6020.

Note: For the installation of the "synchronous shaft lock", refer to the instructions of PRATT & WHITNEY Service Bulletin PW4NAC 78-100 or PW7R4 A78-179.

4. REFERENCE PUBLICATIONS:

AIRBUS INDUSTRIE Service Bulletins:

- A310-78-2018 original issue
 - A310-78-2019 original issue
 - A310-78-2020 original issue
 - A300-78-6017 original issue
 - A300-78-6018 original issue
 - A300-78-6020 original issue
- Any later approved revision of these SBs is acceptable.

PRATT & WHITNEY Service Bulletins:

- PW4NAC 78-100 original issue
- PW7R4 A78-179 original issue.

5. EFFECTIVE DATES:

Original issue : November 10, 2001
Revision 1 : Upon receipt from June 23, 2004.

6. REMARK:

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

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-6374 dated June 15, 2004.