	AIRWORTHINESS DIRECTIVE No F-2005-208	Distribution: B	Issue date: December 21, 2005	Page : 1/2
	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>
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: None		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300 aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 78	Subject: Thrust reversers - Repetitive inspection of directional pilot valve and associated control mechanism			

1. **EFFECTIVITY:**

AIRBUS A300 aircraft, all certified models, equipped with CF6-50 engines.

2. **REASONS:**

On February 16th, 2002, a DC 10 aircraft equipped with General Electric (GE) engines CF6-50 experienced uncommanded thrust reverser deployment on an engine.

The AIRBUS A300 aircraft equipped with CF6-50 engines have the same nacelle and same thrust reverser system as the one involved in the incident above.


In order to maintain the airworthiness of the world-wide AIRBUS A300 fleet equipped with CF6-50 engines Telegraphic Airworthiness Directive (TAD) 2002-189 was issued to mandate the immediate deactivation of the thrust reversers on this aircraft type.

Following investigations conducted by the nacelle manufacturer (GE), revealed that the DPV was mis-assembled by the Vendor on the occurrence aircraft.

Additional investigations revealed that excessive wear of the lever arm linking the DPV to the thrust reverser control system, together with vibration, could lead to the same consequences as those observed on a misassembled DPV such as the one involved in the incident above.

Further to these all investigations, Airworthiness Directive (AD) 2002-293 was issued to mandate actions enabling re-activation of A300 aircraft CF6-50 engine thrust reverser. This AD superseded TAD 2002-189.

In order to ensure a correct operation of the thrust reverser system, this new AD renders mandatory the repetitive inspection program of the DPVs of the thrust reversers and their associated control mechanism.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

1. At latest within 18 months from the effective date of this AD, except already performed in accordance with instructions of AOT 78A0024 (mandated by AD 2002-293), inspect the DPV of each thrust reverser and the associated control mechanism, in accordance with the instructions of SB A300-78-0025 original issue or Revision 1.
2. Repair, if necessary, the DPV and the control mechanism of each thrust reverser in accordance with the instructions of SB A300-78-0025 original issue or Revision 1.
3. Repeat the inspection of the DPV of each thrust reverser, of the associated control mechanism, and of the needed repairs, at intervals not exceeding 8,000 flight hours after initial inspection in accordance with the instructions of SB A300-78-0025 original issue or Revision 1.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A300-78-0025 original issue
AIRBUS Service Bulletin A300-78-0025 Revision 1
(Any later approved revision of this SB is acceptable).

5. EFFECTIVE DATE:

December 31, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS SAS – Office of Airworthiness - EAW - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2005-6434 dated December 13, 2005.