


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0113</p> <p>Date: 17 June 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A310, A300-600 and A300-600ST aeroplanes</p>	
<p>TCDS Number :</p>	<p>France N° 145 and EASA.A.014</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure :</p>	<p>None</p>	
<p>ATA 74</p>	<p>Ignition – Ignition Starting and Continuous Relight – Auto-Relight Function Implementation for CF6-80C2 Engines</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus model A310-204, A310-304, A310-308, A300B4-601, A300B4-603, A300B4-605R, A300C4-605R and A300F4-605R aeroplanes, all serial numbers, which are powered by General Electric (GE) CF6-80C2 series engines, and</p> <p>Airbus model A300F4-608ST aeroplanes, all serial numbers.</p>	
<p>Reason:</p>	<p>Two single flame out events attributed to inclement weather occurred on Wide Body (WB) aeroplanes powered with GE CF6-80C2 engines.</p> <p>On WB aeroplanes, no auto-relight function is embodied. To avoid long engine restart sequence after a non selection of continuous relight by the crew and a flame out event of both engines, resulting in strongly reduced control of the aeroplane especially at low altitude, the manufacturer Airbus designed a modification by introducing auto-relight function for aeroplanes powered by GE CF6-80C2 engines.</p> <p>For the reason described above, this EASA AD requires the installation on the aeroplane of an auto-relight function as a precaution and to increase restart capability without crew action.</p>	
<p>Effective Date:</p>	<p>01 July 2011</p>	

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 6 000 Flight Hours or 30 months after the effective date of this AD, whichever occurs later, modify the aeroplane by introducing auto-relight function in accordance with the Accomplishment Instructions of Airbus Service Bulletin (SB) A310-74-2003 Revision 01 or A300-74-6003 Revision 01 or A300-74-9001 Revision 02, as applicable to aeroplane model.</p>
Ref. Publications:	<p>Airbus SB A310-74-2003 Revision 01, Airbus SB A300-74-6003 Revision 01, Airbus SB A300-74-9001 Revision 02.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 13 May 2011 as PAD 11-053 for consultation until 10 June 2011. The Comment Response Documents can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51).