


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0156</p> <p>Date: 03 July 2014</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 EU 748/2012, Part 21.A.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 AD applies, except in accordance with the requirements of that AD, 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>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A310, A300-600 and A300-600ST aeroplanes</p>
TCDS Numbers:	EASA.A.172 and EASA.A.014
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2011-0113, dated 17 June 2011.
ATA 74	Ignition – Engine Auto-Relight Function – Implementation
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A310-204, A310-304, A310-308, A300B4-601, A300B4-603, A300B4-605R, A300C4-605R and A300F4-605R aeroplanes, all Manufacturer Serial Numbers (MSN), and Airbus A300F4-608ST aeroplanes, all MSN.
Reason:	<p>Two single flame-out events, attributed to inclement weather, occurred on Airbus Wide Body (WB) aeroplanes powered with GE CF6-80C2 engines.</p> <p>In the original design of Airbus WB aeroplanes, no auto-relight function is embodied. This means that, in case where the flight crew does not select continuous relight and a flame-out event occurs, a long engine restart sequence is necessary.</p> <p>This condition, if not corrected (if both engines have flamed out simultaneously), could possibly result in significantly reduced control of the aeroplane, especially at low altitude.</p> <p>To address this potentially unsafe condition, Airbus designed a modification by introducing auto-relight function for aeroplanes powered by GE CF6-80C2 engines and EASA issued AD 2011-0113 to require installation of that auto-relight function to increase restart capability without flight crew action.</p> <p>Since that AD was issued, erroneous instructions have been identified in various revisions of related Airbus Service Bulletins (SB) A310-74-2003, SB A300-74-6003 and SB A300-74-9001, which meant that some of the instructions could not be accomplished and resulted in additional work for aeroplanes already modified.</p>

	<p>For the reason described above, this AD retains the requirements of EASA AD 2011-0113, which is superseded, allows additional compliance time and requires the modification of the aeroplanes in accordance with the instructions of the latest applicable Airbus SB revision.</p> <p>For aeroplanes that have already been partially modified by an earlier (incorrect) issue of an SB, as applicable, this AD requires additional work.</p>
Effective Date:	17 July 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 2 200 flight hours (FH) or 12 months after the effective date of this AD, or within 6 000 FH after 01 July 2011 [the effective date of EASA AD 2011-0133], whichever occurs later, modify the aeroplane by introducing auto-relight function in accordance with the instructions of Airbus SB A310-74-2003 Revision 06, or SB A300-74-6003 Revision 06, or SB A300-74-9001 Revision 05, as applicable to aeroplane model. (2) Modification of an aeroplane before the effective date of this AD, in accordance with the instructions of Airbus SB A310-74-2003 Revision 04 or Revision 05, or SB A300-74-6003 Revision 04 or Revision 05, or SB A300-74-9001 Revision 04, as applicable to aeroplane model, is acceptable to comply with the requirements of paragraph (1) of this AD. (3) For aeroplanes which have already been modified, before the effective date of this AD, in accordance with the instructions of Airbus SB A310-74-2003, or SB A300-74-6003, or SB A300-74-9001, as applicable to aeroplane model, at original issue, or Revision 01, or Revision 02, or Revision 03, within 2 200 FH or 12 months after the effective date of this AD, whichever occurs later, accomplish the additional work task(s) in accordance with the instructions of the Airbus SB, as applicable to aeroplane model, as identified in Appendix 1 of this AD.
Ref. Publications:	<p>Airbus SB A310-74-2003 original issue dated 02 July 2010, Revision 01 dated 01 April 2011, Revision 02 dated 09 February 2012, Revision 03 dated 10 May 2012, Revision 04 dated 09 January 2013, Revision 05 dated 23 May 2013 or Revision 06 dated 27 January 2014.</p> <p>Airbus SB A300-74-6003 original issue dated 02 July 2010, Revision 01 dated 01 April 2011, Revision 02 dated 09 February 2012, Revision 03 dated 10 May 2012, Revision 04 dated 09 January 2013, Revision 05 dated 23 May 2013 or Revision 06 dated 27 January 2014.</p> <p>Airbus SB A300-74-9001 original issue dated 02 July 2010, Revision 01 dated 20 October 2010, Revision 02 dated 01 April 2011, Revision 03 dated 05 April 2012, Revision 04 dated 24 July 2013 or Revision 05 dated 13 March 2014.</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 03 June 2014 as PAD 14-090 for consultation until 30 June 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 – EIAW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.

Appendix 1 – Additional Work – Airbus SB Instructions

Aeroplane modified , as required by EASA AD 2011-0113, in accordance with the instructions of (as applicable to model):	Additional work to be accomplished (in accordance with the instructions of):
SB A310-74-2003 at original issue, or Revision (Rev.) 01, or Rev. 02	Additional Work Tasks 831-802001 <u>and</u> 831-803001: SB A310-74-2003 Rev. 06, or SB A300-74-6003 Rev. 06, or SB A300-74-9001 Rev. 05, as applicable
SB A300-74-6003 at original issue, or Rev. 01, or Rev. 02.	
SB A300-74-9001 at original issue, or Rev. 01, or Rev. 02	
SB A310-74-2003 Rev. 03, or SB A300-74-6003 Rev. 03, or SB A300-74-9001 Rev. 03, as applicable	Additional Work Task 831-803001: SB A310-74-2003 Rev. 06, or SB A300-74-6003 Rev. 06, or SB A300-74-9001 Rev. 05, as applicable