


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0189</p> <p>Date: 26 August 2009</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 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>	
Type Approval Holder's Name :	Type/Model designation(s) :
AIRBUS	A300 aeroplanes
TCDS Number :	France N° 145
Foreign AD :	Not applicable
Supersedure :	This AD supersedes DGAC France AD F-2005-206, EASA approval 2005-6432
ATA 78	Engine Exhaust – Thrust Reverser – Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300B2-1C, A300B2K-3C, A300B2-203, A300B4-2C, A300B4-103, A300B4-203, A300C4-203 and A300F4-203 aeroplanes, all serial numbers, equipped with General Electric (GE) CF6-50 series engines, except those which have been modified in accordance with Airbus Service Bulletin (SB) A300-78-0021 any issue (Airbus modifications 12500 and 12555), SB A300-78-0022 any issue (Airbus modification 12554) and SB A300-54-0098 Revision 02 (Airbus modification 12911).
Reason:	<p>As requested by the Airworthiness Authorities, Airbus and GE have developed an improvement of the current design of the thrust reverser of A300 aeroplanes fitted with GE CF6-50 engines. The new design complies with the requirements defined in appendix C of the complementary regulation issued by the FAA and entitled "criteria for assessing transport turbojet fleet Thrust Reverser system safety – Rev A".</p> <p>DGAC France issued AD F-2005-206 to mandate the installation of a third line of defence on the thrust reversers of both engines, in accordance with Airbus SB's A300-78-0021, A300-78-0022 and A300-54-0098.</p> <p>Re-identification of the post-mod LH and RH fan cowl part numbers that were erroneous or missing in previous issue of Airbus SB A300-54-0098 have been introduced in Revision 02 of this SB.</p> <p>For the reason described above, this new AD retains the requirements of DGAC AD F-2005-206, which is superseded, and requires additional work for aeroplanes already modified by any previous issues of Airbus SB A300-54-0098.</p>

Effective Date:	09 September 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Not later than 31 December 2009, accomplish the modifications related to the installation of the third line of defence on the thrust reversers of both engines, in accordance with the instructions of Airbus SB A300-78-0021 original issue or Revision 01, A300-78-0022 original issue or Revision 01 and A300-54-0098 Revision 02. (2) For aeroplanes that have already been modified, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A300-54-0098 at original issue or Revision 01, not later than 31 December 2009, accomplish the additional work in accordance with the instructions of Airbus SB A300-54-0098 Revision 02. (3) After modification of an aeroplane as required by this AD, do not install any CF6-50 series engine on that aeroplane, unless the third line of defence has been installed on the thrust reverser of the engine in accordance with the requirements of this AD.
Ref. Publications:	<p>Airbus SB A300-78-0021 original issue or Revision 01, Airbus SB A300-78-0022 original issue or Revision 01, and Airbus SB A300-54-0098 Revision 02.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with 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 29 July 2009 as PAD 09-021 for consultation until 19 August 2009. No comments were received during the consultation period. 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 93 36 96, Fax: + 33 5 61 93 44 51).