

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-T-016/2000

Datum vydání: 03. února 2000

LETADLO - AUTOTRIM - ZTRÁTA FUNKCE (ATA 22) - KONTROLA

Týká se: letadel Airbus A300FFCC, A300-600 a A310 certifikovaných v kterékoliv kategorii.

Datum účinnosti: ihned po obdržení

Provést v termínech: Jak je popsáno v DGAC AD T2000-007-301(B) (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD T2000-007-301(B).

Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD T2000-007-301(B).

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TELEGRAPHIC AIRWORTHINESS DIRECTIVE RELEASED BY THE DIRECTION GENERALE DE L'AVIATION CIVILE (France)

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No T2000-007-301(B)-AIRBUS INDUSTRIE-A300FFCC, A300-600 and A310 Aircraft

TITLE: LOSS OF AUTOTRIM FUNCTION (ATA 22)

APPLICABILITY:

AIRBUS INDUSTRIE A300FFCC, A300-600 and A310 aircraft certified in any category.

REASON:

Recently, an A300-600 aircraft flying with the Auto-Pilot 1, Pitch trim 1 and 2 engaged was unable to hold the vertical speed selected by the crew.

A maintenance check further revealed that this situation was due to an open wire between the Flight Control Computer 1 (FCC 1) and the Flight Augmentation Computer 1 (FAC 1).

If left uncorrected, this failure can lead to a potential out of trim situation and, if the Auto-Pilot is disconnected, to a sudden change of Pitch attitude.

COMPLIANCE: Before January 31, 2000 if not already accomplished

ACTION:

To detect and correct a defect of Auto-Trim function,

a) Perform the Pitch Trim system check described in paragraph 42 of the following AIRBUS INDUSTRIE All Operator Telex (AOT) for:

i) A300FFCC aircraft: (AOT) A300 - 22A0115 of December 23, 1999,

ii) A300-600 aircraft: (AOT) A300-600 - 22A6042 of December 23, 1999,

iii) A310 aircraft: (AOT) A310 - 22A2053 of December 23, 1999.

b) If a continuity defect is discovered : before the next flight repair the involved wire, using the Aircraft Schematic Manual (ASM) 22-27-00, and perform again the system check described in paragraph a) above.

c) Report the system check's result--whatever it is-- to AIRBUS INDUSTRIE.

NOTE: Inquiries regarding the technical content of this TAD should be made to:

DGAC France

Jean BEIJARD

Tel.: (33) 01.41.09. 42.29 - Fax: (33) 01.41.09.42.20 (or 43.19)

or to

AIRBUS INDUSTRIE

Yves REGIS

Tel: (33) 05.61.93.31.81 - Fax: (33) 05.61.93.45.80i)

REF: AIRBUS INDUSTRIE AOT A300 - 22A0115 of December 23, 1999

AIRBUS INDUSTRIE AOT A310 - 22A2053 of December 23, 1999

AIRBUS INDUSTRIE AOT A300-600 - 22A6042 of December 23, 1999

EFFECTIVE DATE: Upon receipt from JANUARY 4, 2000