

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-038/2000R2

Nahrazuje CAA-AD-038/2000R1

Datum vydání: 02. srpna 2000

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

Týká se: letadel AIRBUS INDUSTRIE:

- A300 v jejich FF verzích "forward facing" cockpit (certifikovaných verzí A300B2-203, A300B4-203 a A300B4-220) všech výrobních čísel a
- A310 všech verzí a výrobních čísel.
- A300-600 všech verzí a výrobních čísel na kterých nebyla provedena výrobní modifikace AIRBUS INDUSTRIE No. 12277.

Datum účinnosti: 7. září 2000

Provést v termínech: Jak je popsáno v DGAC AD 2000-115-304(B) R2 (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD 2000-115-304(B) R2.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové 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 2000-115-304(B) R2, který nahrazuje DGAC AD 2000-115-304(B) R1.

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Úřad pro civilní letectví

DGAC AD ref.: 2000-115-304(B) R2

AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Loss of auto-trim function (ATA 22)

APPLICABILITY:

- A300 aircraft in their FF version "forward facing" cockpit, (Certified version for A300B2-203, A300B4-203 and A300B4-220 models), all serial numbers, and
- A310 all certified models and all serial numbers.
- A300-600 aircraft, all certified models and all serial numbers on which AIRBUS INDUSTRIE production modification No. 12277 has been embodied.

REASONS:

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

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

If left uncorrected, this failure could lead to a potential out-of-trim-situation and, in case of auto-pilot disconnection, to a sudden pitch attitude change.

A Pitch Trim system maintenance check, to be performed before January 31, 2000, was rendered mandatory by Airworthiness Directive (AD) 2000-007-301(B).

This AD defines a program of repetitive tests enabling the aircraft airworthiness to be maintained.

Revision 1 rewrite the "Applicability" paragraph, in order to avoid a misunderstanding. The technical contents of the AD are not affected by this revision.

The purpose of Revision 2 of this Airworthiness Directive is to revise A300-600 "Applicability" paragraph referring to AIRBUS INDUSTRIE modification No. 12277.

ACTIONS:

1. Within 500 flights hours following the Pitch Trim system maintenance check performed in accordance with the requirements of AD 2000-007-301(B). check for the integrity of the FCC/FAC as for the activation logic of the auto-trim function, by checking the correct operation of this function. Correct any anomaly noticed before the next flight following these findings, in accordance with the instructions of AIRBUS INDUSTRIE Service Bulletin (SB) A300-22A0115 Revision 02 or A310-22A2053 Revision 01 or A300-22A6042 Revision 01.

2. Repeat this procedure at intervals not exceeding 500 flights hours.

3. Inform AIRBUS INDUSTRIE of all findings, whatever they may be.

REF.:

- AIRBUS INDUSTRIE SB: A300-22A0115 Revision 02

A310-22A2053 Revision 01

A300-22A6042 Revision 01

(or any other later approved revision)

- AD 2000-007-301(B) dated January 26, 2000

This Revision 2 replaces AD 2000-115-304(B) R1 issued on May 03, 2000.

EFFECTIVE DATES:

Original AD and Revision 1: MARCH 18, 2000

Revision 2: JULY 22, 2000