

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-038/2000R4**

Nahrazuje CAA-AD-038/2000R3

Datum vydání: 19. října 2001

## 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.

- A310 všech verzí a výrobních čísel, mimo letadel, na kterých byla provedena výrobní modifikace AIRBUS INDUSTRIE No. 12277 (nebo AIRBUS INDUSTRIE Service Bulletin (SB) A310-22-2052 v provozu).

- A300-600 všech verzí a výrobních čísel, mimo letadel, na kterých byla provedena výrobní modifikace AIRBUS INDUSTRIE No. 12277 (nebo AIRBUS INDUSTRIE Service Bulletin (SB) A300-22-6041 v provozu).

**Datum účinnosti:** 29. listopadu 2001

**Provést v termínech:** Jak je popsáno v DGAC AD 2000-115-304(B) R4 od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle DGAC AD 2000-115-304(B) R4 (příloha tohoto PZZ).

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) R4, který nahrazuje DGAC AD 2000-115-304(B) R3.

**Ing. Pavel MATOUŠEK**  
**Ředitel sekce technické**  
**Úřad pro civilní letectví**

**DGAC AD ref.: 2000-115-304(B) R4**  
**AIRBUS INDUSTRIE**  
A300, A310 and A300-600 aircraft  
Loss of auto-trim function (ATA 22)

### **APPLICABILITY:**

AIRBUS INDUSTRIE

- A300 aircraft in their FF version, "forward facing" cockpit, (Certified version for A300B2-203, A300B4-203 and A300B4-220 models), all serial numbers,

- A310 aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS INDUSTRIE modification No. 12277 has been embodied in production (or AIRBUS INDUSTRIE Service Bulletin (SB) A310-22-2052 in service).

- A300-600 aircraft, all certified models and all serial numbers, except for aircraft on which AIRBUS INDUSTRIE modification No. 12277 has been embodied in production (or AIRBUS INDUSTRIE Service Bulletin (SB) A300-22-6041 in service).

**REASONS:**

Recently, an A300-600 aircraft flying 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 1) 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 re-word 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 AD is to revise the "Applicability" paragraph for A300-600 aircraft to refer to AIRBUS INDUSTRIE modification No. 12277.

The purpose of Revision 3 of this AD is to revise the "Applicability" paragraph for the A300-600 aircraft in order to refer to SB A300-22-6041 associated to modification No. 12277.

Revision 4 of this AD revises the "Applicability" paragraph for the A310 aircraft in order to refer to SB A310-22-2052 associated to 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 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.

**NOTE:** On A310 and A300-600 aircraft, no further actions are required after replacement on both FACs in accordance with SB A310-22-2052 or A300-22-6041.

**REF.:**

- AIRBUS INDUSTRIE SB:           A300-22A0115 Revision 02  
  A310-22A2053 Revision 01  
  A300-22A6042 Revision 01  
  A300-22-6041  
  A310-22-2052  
  Any further approved revision of these SB is acceptable.
- AD 2000-007-301(B) dated January 26, 2000

This Revision 4 replaces AD 2000-115-304(B) R3 issued on January 26, 2001.

**EFFECTIVE DATES:**

- Original AD and Revision 1: MARCH 18, 2000
- Revision 2: JULY 22, 2000
- Revision 3: JANUARY 20, 2001
- Revision 4: OCTOBER 13, 2001

