



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická
letišťe Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: F-2000-115-304 R5

Datum účinnosti: 16. července 2005

AIRBUS SAS

A300, A310, A300-600


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

	AIRWORTHINESS DIRECTIVE No F-2000-115-304 R5	Distribution: B	Issue date: July 06, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2000-115-304 R4		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300, A310 and A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 22	Subject: Loss of auto-trim function			

1. EFFECTIVITY:

AIRBUS :

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

[...]

2. 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.

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

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

The purpose of Revision 2 of this AD is to revise the "Applicability" paragraph for the 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.

	<p style="text-align: center;">AIRWORTHINESS DIRECTIVE No F-2000-115-304 R5</p>	<p>Distribution: B</p>	<p>Issue date: July 06, 2005</p>	<p>Page: 2/2</p>
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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.

Revision 5 of this AD excludes from the effectivity list aircraft A310 and A300-600. This aircraft are subject of AD F-2005-111.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. Within 500 flights hours following the Pitch Trim system maintenance check performed in accordance with the requirements of AD 2000-007-301, 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.

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

3.3. Inform AIRBUS of all findings, whatever they may be.

4. REFERENCE PUBLICATION:

AIRBUS Service Bulletin: A300-22A0115 Revision 02
Any further approved revision of this SB is acceptable.
[...]

5. EFFECTIVE DATES:

Original issue and Revision 1 : March 18, 2000
Revision 2 : July 22, 2000
Revision 3 : January 20, 2001
Revision 4 : October 13, 2001
Revision 5 : July 16, 2005.

6. REMARK:

For questions concerning the technical content of this AD's requirements, contact:

AIRBUS SAS - Office of Airworthiness - EAW - Fax : 33 5 61 93 45 80.

7. APPROVAL:

This AD Revision is approved under reference No EASA.A.AD.01014 dated June 28, 2005.