

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-007-301(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300, A310 and A300-600 aircraft

Loss of auto-trim 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:

The following measures are rendered mandatory.

Before January 31, 2000 if not already accomplished.

In order to detect and correct a defect of Auto-Trim function,

a) Perform the Pitch Trim system check described in paragraph 4.2 of the following AIRBUS INDUSTRIE All Operator Telex (AOT) for:

- | | | | |
|---|-------------------|---|-------------------------|
| 1 | A300FFCC aircraft | : | AOT A300 - 22A0115, |
| 2 | A300-600 aircraft | : | AOT A300-600 - 22A6042, |
| 3 | A310 aircraft | : | AOT A310 - 22A2053. |

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

n/GH

January 26, 2000

AIRBUS INDUSTRIE
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2000-007-301(B)

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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) 01.58.09.42.29 - Fax: (33) 01.58.09.42.20 (or 43.19)

or to

AIRBUS INDUSTRIE - Yves REGIS
Tel: (33) 05.61.93.31.81 - Fax: (33) 05.61.93.45.80

REF.: AIRBUS INDUSTRIE All Operator Telex (AOT) A300 - 22A0115 dated December 23, 1999
AIRBUS INDUSTRIE All Operator Telex (AOT) A310 - 22A2053 dated December 23, 1999
AIRBUS INDUSTRIE All Operator Telex (AOT) A300-600 - 22A6042 dated December 23, 1999
AIRBUS INDUSTRIE Aircraft Schematic Manual (ASM) 22-27-00

This AD has been subject to a telegraphic AD sent on January 04, 2000 in English version.

EFFECTIVE DATE:

Upon receipt of the telegraphic AD from JANUARY 04, 2000