

# AIRWORTHINESS DIRECTIVE

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*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. : 2001-017-329(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300-600 aircraft

Auto flight - Electric pitch trim (ATA 22)

#### APPLICABILITY:

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

#### REASONS:

Analyses of various in-service incidents led to the development of the new SEXTANT AVIONIQUE Flight Augmentation Computer (FAC) standard (P/N B471AAM7).

This new standard introduces, among others:

- the "theta trim" function, which initiates a nose down pitch trim command, according to the attitude changes. It facilitates the control of the attitude in go-around.
- a modification to the detection logic of the loss of the Autotrim function, so that a single failure of the AP engagement signal received by the FAC is now detected by the FAC. It makes it possible to delete the check requirement of Airworthiness Directive 2000-115-304(B).

#### ACTIONS:

Before May 31, 2003, replace the two FACs installed on every aircraft in accordance with the instructions of AIRBUS INDUSTRIE SB A300-22-6041.

REF.: AIRBUS INDUSTRIE SB A300-22-6041  
Any later approved revision of this SB is acceptable.

**EFFECTIVE DATE : JANUARY 20, 2001**