

	AIRWORTHINESS DIRECTIVE No F-2005-107	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: F-2004-186 cancelled by its Revision 1		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A300 aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 22	Subject: Flight controls - Introduction of autopilot disconnection by stick force			

1. EFFECTIVITY:

AIRBUS A300 aircraft, all certified models and all serial numbers except for:

- A300B4-220, A300B4-203 and A300B2-203 models in FFCC (Forward Facing Crew Cockpit) certified configuration,
- A300-600 series.

2. REASONS:

Airworthiness Directive (AD) F-2004-186 was issued in order to avoid potential out of pitch trim cases in cases where engaged AP is overridden. A modification developed by the manufacturer allowing AP disconnection by stick pitch force application in all flight phases was rendered mandatory.

It was also recalled that a change of definition to remedy this situation was introduced on A300 aircraft, in their FFCC versions, A310 and A300-600 aircraft.


AD F-2004-186 rendered mandatory the embodiment on aircraft of AIRBUS Service Bulletin (SB) A300-22-0117, original issue, at latest on July 31st, 2006.

To ensure the reliability of AP disconnection by stick force after embodiment of SB A300-22-0117, original issue, this AD renders mandatory a repetitive operational test of the system by embodiment of SB A300-22-0118.

This AD replaces AD F-2004-186 which is cancelled.

Operators who have already embodied SB A300-22-0117, original issue, are concerned by this AD and must perform the operational test at the threshold given in the paragraph 3 of this AD and in accordance with the instructions of SB A300-22-0118.

If not, the operators must take into consideration Revision 1 of SB A300-22-0117 and then perform the first operational test at the threshold given in the paragraph 3 of this AD and in accordance with the instructions of SB A300-22-0118.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

- 1) Before July 31st, 2006, unless already accomplished, carry out the electrical modifications on aircraft in accordance with the instructions of SB A300-22-0117, original issue or Revision 1.
- 2) Within 2,000 flight hours following the embodiment of SB A300-22-0117, Revision 1, or within 2,000 flight hours from the effective date of this AD for aircraft already modified in accordance with SB A300-22-0117, original issue, perform an operational test of the system and restore to correct operating condition, if necessary, in accordance with the instructions of SB A300-22-0118.
- 3) The operational test, followed, if necessary, by corrective actions as indicated in the paragraph above, are to be renewed at intervals not exceeding 2,000 flight hours in accordance with the instructions of SB A300-22-0118.

4. REFERENCE PUBLICATIONS:

AIRBUS Service Bulletin A300-22-0117, original issue or Revision 1
AIRBUS Service Bulletin A300-22-0118
Any later approved revision of these SBs is acceptable.

5. EFFECTIVE DATE:

July 16, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:
AIRBUS SAS - Office of Airworthiness - EAW - Fax: 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under reference No EASA.A.AD.01003 dated June 28, 2005.