

	AIRWORTHINESS DIRECTIVE No F-2005-109	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>	
	<p align="center">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.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
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 - Inspection of pitch trim servomotors			

1. EFFECTIVITY:

AIRBUS A300 aircraft, all certified models and all serial numbers on which AIRBUS Service Bulletin (SB) A300-22-0119 has been embodied in service (modification No. 13043) except for:

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

2. REASONS:

A sudden nose-up movement after disengagement of the autopilot in cruise (FL 330) occurred on an AIRBUS A300 aircraft.


At the time of the incident, pitch trim 1 was not operational before the flight whereas pitch trim 2 had tripped.

The investigations conducted on this incident allowed the manufacturer to identify a pitch trim system servomotor failure mode which led to this event.

For all these reasons, mandatory measures were given in Airworthiness Directive (AD) 2002-609 which was superseded by AD 2003-291 in force since August 16th, 2003. AD 2003-291 is still in force for aircraft on which SB A300-22-0119 has not been embodied.

The joint embodiment of SB A300-22-0119 (installation of a new standard of pitch trim servomotors) and SB A300-22-0120 (repetitive maintenance task on these new servomotors), cancels the operational limitations (MMEL and AFM) rendered mandatory by AD 2003-291 which is consequently revised.

This AD is issued in order to render mandatory the repetitive maintenance task for pitch trim servomotors installed by SB A300-22-0119.

	AIRWORTHINESS DIRECTIVE No F-2005-109	Distribution: B	Issue date: July 06, 2005	Page: 2/2
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3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

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

- 1) At latest within 12,000 flight hours following the installation on aircraft of one or two servomotors PN V1AM2 (FIN 3CC1 and 3CC2) by SB A300-22-0119, remove the servomotors and perform the maintenance task in accordance with the instructions of SB A300-22-0120.
- 2) Repeat this maintenance task at intervals not exceeding 12,000 flight hours.
- 3) Report the results of the inspection, whatever they are, to the manufacturer.

Note: The operator is responsible for checking the conformity with the requirements of this AD during a removal/installation of a servomotor PN V1AM2.

4. **REFERENCE PUBLICATIONS:**

AIRBUS Service Bulletin A300-22-0119
 AIRBUS Service Bulletin A300-22-0120
 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.01005 dated June 28, 2005.