 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2003-291 R1		Distribution: B	Issue date: July 06, 2005	Page : 1/3
	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: 2003-291 original issue		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A300 aircraft		
Type certificate(s) No. 72 TCDS No 145					
ATA chapter: 22, 27		Subject: Flight controls - Pitch trim			

1. APPLICABILITY:

AIRBUS A300 aircraft, all certified models all serial numbers

except for:

- models A300B4-220, A300B4-203 and A300B2-203 in "FFCC" certified versions
- A300-600 series.

and

- aircraft on which AIRBUS Service Bulletin (SB) A300-22-0119 (Airbus modification No. 13043) has been embodied and compliant with SB A300-22-0120.

2. REASONS:

A sudden nose up attitude deviation at autopilot disconnection in cruise (FL 330) occurred on an AIRBUS A300 aircraft.


At the time of the incident, the first pitch trim system (pitch trim 1) was inoperative before the flight and the second system (pitch trim 2) tripped.

Consequently, the manufacturer has issued a temporary revision to the Master Minimum Equipment List (MMEL) No. 1-22/01Z Revision 1 approved by the DGAC on June 25, 2002 which renders the operating conditions of the aircraft more restrictive.

Compliance with these conditions was rendered mandatory by Airworthiness Directive (AD) 2002-609.

These conditions were rendered less stringent on Revision 2 of AD 2002-609 following the approval by the DGAC on February 28, 2003 of Revision 2 of the MMEL TR No. 1-22/01Z.

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

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Original issue of this AD:

- repeats the requirements of AD 2002-609 R2 (MMEL),
- renders a new Aircraft Flight Manual procedure mandatory (AFM TR) to detect all movements of the pitch trim wheel and the corresponding corrective actions.

Revision 1 of this AD, excludes from the effectivity list aircraft on which SB A300-22-0119 has been embodied and compliant with SB A300-22-0120.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

3.1. Operational conditions

From December 21, 2002 (effective date of AD 2002-609 original issue):

- incorporate into the aircraft Minimum Equipment List (MEL) the manufacturer's MMEL temporary revision No. 1.22/01Z Revision 2 (or all later approved revisions) and comply with these directives.

3.2. Check of Pitch Trim

From the effective date of this AD at original issue, accomplish after each landing and before shutting down the engines, the following operational procedure:

"APPROACH AND LANDING

PITCH TRIM


- Set TRIM to 1° UP
- Set both PITCH TRIM levers to OFF

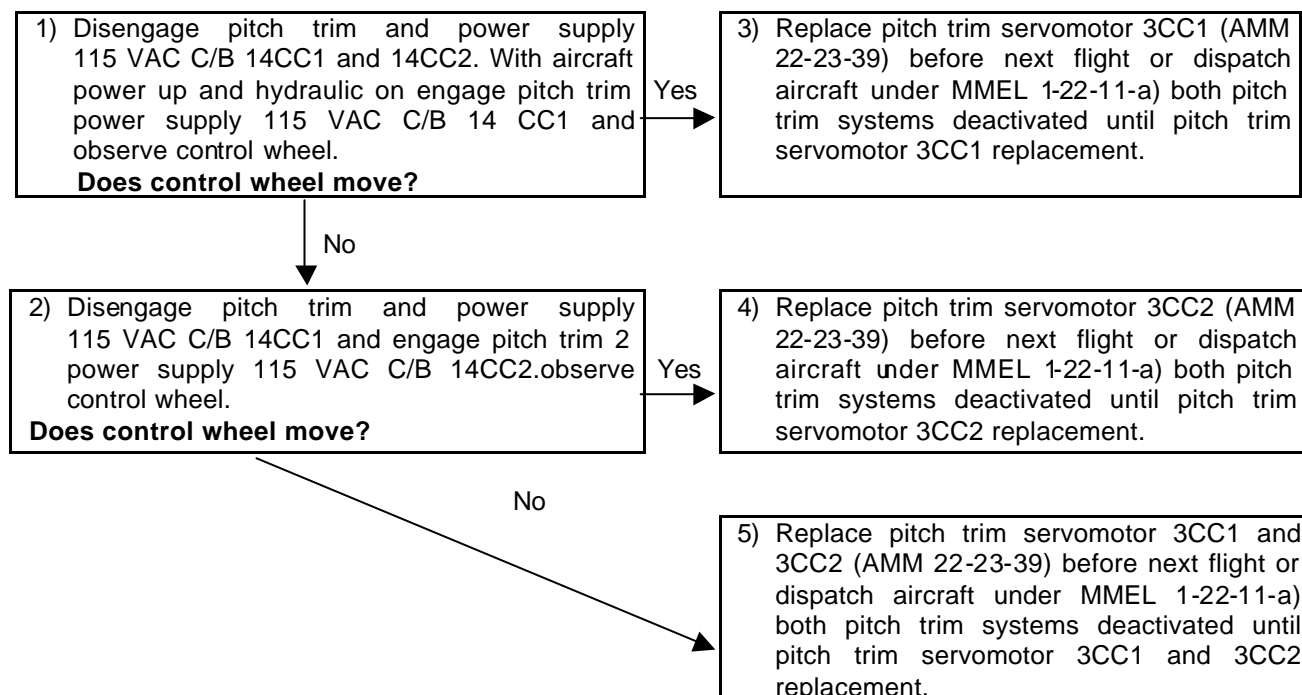
Note: Check pitch trim wheel and report any movement to maintenance."

Note: The procedure above was incorporated into the manufacturer's Flight Manual by TR 4.03.00/04 approved by the DGAC on June 04, 2003. The incorporation of this procedure or of this AD into the Aircraft Flight Manual and their application by the flight crew ensures compliance with paragraph 3.2. of this AD.

3.3. Corrective measures to be applied subsequent to all detected deviations and reported during execution of paragraph 3.2.

Before the next flight, comply with the instructions below:

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Note 1: The above instructions are part of the trouble shooting procedure A300 Fault Isolation Manual TR 22-001 and 22-002.

Note 2: The Pitch Trim check required by paragraph 3.2. remains systematic irrespective of the actions undertaken in paragraph 3.3. except during the period when the aircraft is operated under MMEL (Pitch Trim deactivated).

4. **REFERENCE PUBLICATIONS:**

A300 MMEL No. 1.22/01Z Revision 2
A300 AFM TR 4.03.00/04
A300 FIM TR 22-001 and 22-002
Any later approved revision of these SB's is acceptable.

5. **EFFECTIVE DATES:**

Original issue : August 16, 2003
Revision 1 : 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 Revision is approved under reference No EASA.A.AD.01019 dated June 28, 2005.