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| <br><b>Direction générale de l'aviation civile France</b><br><br><b>GSAC publication</b>   | <b>AIRWORTHINESS DIRECTIVE</b><br><br><b>No F-2005-157</b>   |  | Distribution:<br><br><b>B</b>   | Issue date:<br><br><b>September 14, 2005</b> | Page :<br><br><b>1/2</b> |
|   | 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.<br/>In case of difficulty, reference should be made to the French issue.</i> |  |                          |
| <p style="text-align: center;"><b>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.</b></p> |  |  |   |  |                          |
| Corresponding foreign Airworthiness Directive(s):<br><b>Not applicable</b>  |  |  | Airworthiness Directive(s) replaced:<br><b>None</b>   |  |                          |
| Person in charge of airworthiness:<br><b>AIRBUS SAS</b>   |  |  | Type(s):<br><b>A300 aircraft</b>  |  |                          |
| Type certificate(s) No. <b>72</b><br>TCDS No <b>145</b>   |  |  |   |  |                          |
| ATA chapter:<br><br><b>22</b>   |  | Subject:<br><b>Auto flight - Operational test of pitch trim system 2 at high speed of trim</b> |   |  |                          |

### 1. EFFECTIVITY:

AIRBUS A300 aircraft, all certified models and all serial numbers except for models A300B4-203 and A300B2-203 in FFCC (Forward Facing Crew Cockpit) certified configuration.

### 2. REASONS:

The refined study of an in-service event has evidenced the need to perform a periodic test of pitch trim system 2.


In the conditions of overriding the AP torque limiter, the clutch of the pitch trim servomotor 1 is opened, so that electric pitch trim system 1 will disconnect. The question is pending about the availability of the system 2 at this moment and its capability to take over the pitch trim function, particularly during a go-around.

A periodic test, rendered mandatory by this Airworthiness Directive (AD) will ensure the availability of the pitch trim system 2 and its possibility to deflect the THS at high speed of trim.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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

- 1) At latest within 250 flight hours from the effective date of this AD, unless already accomplished, perform an operational test of pitch trim system 2 in high speed of trim configuration and if necessary return the system to correct operating condition in accordance with the instructions of applicable SB A300-22-0121.
- 2) The operational test, followed if necessary by the corrective action described in the paragraph above, is to be renewed at intervals not exceeding 1,000 flight hours in accordance with the instructions of applicable SB A300-22-0121.

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**4. REFERENCE PUBLICATION:**

AIRBUS Service Bulletin A300-22-0121  
(Any later approved revision of this SB is acceptable).

**5. EFFECTIVE DATE:**

Upon receipt as from September 14, 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 EASA reference No 2005-6221 dated September 06, 2005.