


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2007-0187</p> <p>Date: 11 July 2007</p>
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.	
Type Approval Holder's Name:	Type/Model designations:
AIRBUS SAS	A300-600ST aircraft
TCDS Number: EASA A.014	
Foreign AD: Not Applicable	
Supersedure: DGAC France AD 2000-416-047(B)	
ATA 22	Auto Flight – Loss of Auto-Trim Function – Inspection / Repair
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	AIRBUS A300F4-608ST aircraft, all serial numbers.
Reason:	<p>An A300-600 aircraft flying with the Auto-Pilot 1, Pitch Trim 1 and 2 engaged was unable to hold the vertical speed selected by the crew.</p> <p>A maintenance check further revealed that this situation was due to an open wire between the Flight Control Computer 1 (FCC1) and the Flight Augmentation Computer 1 (FAC 1).</p> <p>If left uncorrected, this failure could give rise to a potential out of trim situation that may lead, in case of autopilot disconnection, to a sudden pitch attitude change.</p> <p>This Airworthiness Directive (AD) is issued in response to new approved data applicable to A300-600ST aircraft (AIRBUS Service Bulletin (SB) A300-22A6042 is replaced by SB A300-22-9003 for A300-600ST).</p> <p>This AD retains the requirements of DGAC AD 2000-416-04(B), which is cancelled, and replaces the repetitive inspection requirements with new instructions and required follow-on actions, as indicated.</p>
Effective Date:	25 July 2007
Compliance:	<p>Restatement of requirements of DGAC AD 2000-416-047(B):</p> <p>In order to detect and correct a defect of Auto-Trim function, the following measures are required from 14 October 2000, the effective date of DGAC AD</p>

	<p>2000-416-047(B):</p> <p>Before 31 October 2000:</p> <ol style="list-style-type: none"> (1) Perform the Pitch Trim system check in accordance with the instructions described in AIRBUS Service Bulletin (SB) A300-22A6042 revision 01; (2) If a continuity defect is discovered, before next flight, repair involved wire, using the Aircraft Schematic Manual (ASM) 22-27-00, and perform again the system check described in paragraph 1 above; <p>Thereafter:</p> <ol style="list-style-type: none"> (3) Repeat the inspection as required by paragraph (1) of this directive at intervals not exceeding 500 flight hours. <p>New requirements of this AD:</p> <ol style="list-style-type: none"> (4) Within 500 flight hours from effective date of this AD, without exceeding 500 flight hours since last inspection as per SB A300-22A6042 revision 01, perform the detailed visual inspection of Auto-Trim function by testing the FCC/FAC integrity in logic activation of the Auto-Trim in accordance with SB A300-22-9003 Accomplishment instructions. <p>Note: Upon implementing the inspections in accordance with SB A300-22-9003 as required by paragraph (4) of this directive, the actions required in accordance with SB A300-22A6042 R1 [paragraph (1), (2) and (3) of this directive] are no longer required.</p> <ol style="list-style-type: none"> (5) If the test results are not correct, before next flight, apply the troubleshooting procedure and, if necessary, repair the damaged wires in accordance with SB A300-22-9003 Repair instructions. (6) Repeat the detailed visual inspection of Auto-Trim function at intervals not exceeding 500 flight hours. (7) Send the inspection report to AIRBUS, whatever is the outcome.
Ref. Publications:	<p>AIRBUS Service Bulletins A300-22A6042 Revision 01; and</p> <p>A300-22-9003 original issue, or later approved revisions of these documents.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted for consultation on 25 June 2007 as PAD 07-091 until 09 July 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph. :+ 33 5 61 93 36 96, Fax :+ 33 5 61 93 44 51).