

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 94-185-165(B) R2  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300 ; A310 ; A300-600 Aircraft

Autopilot overriding protection

This Airworthiness Directive applies to AIRBUS INDUSTRIE A300B4-220FF, A300B4-203FF, A300B2-203FF, A310 and A300-600 aircraft all certified models.

Prolonged override of the autopilot engaged in CMD by acting on the pitch axis via the control column leads to an out of trim situation which could cause difficulties in controlling the aircraft if the autopilot is then disengaged. In order to prevent this, the following measures are rendered mandatory on the effective date of this Airworthiness Directive.

**1/** On receipt, incorporate in the following Flight Manuals Temporary Revisions, which recall that working on the pitch axis, against the AP in CMD may lead to hazardous situation.

- a) Temporary Revision 6.01.03/02 for A300FF aircraft, all serial numbers, without application of the AIRBUS INDUSTRIE Service Bulletin A300-22-112.
- b) Temporary Revision 6.01.03/04 for the A300-600 aircraft, all serial numbers.
- c) Temporary Revision 6.01.03/33 for the A310 aircraft, all serial numbers.

If a manual intervention is required, in the case of an abnormal flight situation, AP engaged in CMD, the AP must be disengaged and the trim setting checked.

**2/ A310 and A300-600 aircraft :**

In order to avoid, above 400 feet, potential out of pitch trim cases, when engaged autopilot is overridden :

Within 24 months following the effective date of the original issue of this Airworthiness Directive, modify the FCC computers with the reference :

- B216ABM6, B350AAM1, B350AAM2, B350AAM3, B470ABM1 for A310,
- B297AAM3, B297AAM4, B297AAM5, B470AAM1 for A300-600,

in order to implant the logic of automatic pilot disconnection by effort on the control column which is introduced in the FCC reference B470ABM2, B470AAM2 and B350AAM4.

.../...

The AIRBUS INDUSTRIE Service Bulletins A310-22-2036, A310-22-2040, A310-22-2042, A300-22-6021 and A300-22-6027 allow the performance of this change.

**NOTE 1 :**

The FCC B350AAM3 configuration, being not covered by the service Bulletin A310-222040 and A310-22-2042, contact AIRBUS INDUSTRIE for complementary information.

**NOTE 2 :**

Airworthiness Directive N° 96-150-203(B) introduces modification N° 11454 (AIRBUS INDUSTRIE Service Bulletin A310-22-2044 or A300-22-6032) which allows the autopilot disconnection by force application on the control column below 400 ft and requires the removal from the Aircraft Manual of Temporary Revisions 6.01.03/04 for A300-600 aircraft and 6.01.03/33 for A310 aircraft.

**3/ Aircraft A300B4-220FF, A300B4-203FF and A300B2-203FF :**

In order to avoid potential out of trim cases, when engaged auto pilot is overridden :

Within 24 months, following the effective date of this Airworthiness Directive at the original issue date, modify the 300FF aircraft following the instruction of the AIRBUS INDUSTRIE Service Bulletin A300-22-112, in order to introduce the wiring allowing the AP disconnection by effort on the control column in all flight phase.

After the wiring modification following the instructions of the AIRBUS INDUSTRIE Service Bulletin A300-22-112 :

- Remove the aircraft Flight Manual Temporary Revision 6.01.03/02
- Ensure that the Temporary Revision n° 22-009 has been well inserted in the A300 Aircraft Maintenance Manual.
- At each 4000 flight hours, perform an operational test of the auto pilot disconnection by overriding the pitch servo-motor following the AMM 221000 page 501 instructions.

**4/ All other equivalent solutions approved by the DGAC can be envisaged as equivalent mean of compliance for § 2 and § 3 of this Airworthiness Directive.**

---

Ref. : AIRBUS INDUSTRIE Service Bulletin A300-22-112  
AIRBUS INDUSTRIE Service Bulletins A310-22-2036,  
A310-22-2040 and A310-22-2042  
AIRBUS INDUSTRIE Service Bulletins A300-22-6021 and A300-22-6027  
Aircraft Flight Manual Temporary Revisions 6.01.03/02, 6.01.03/04, 6.01.03/33  
Aircraft Maintenance Manual A300 221000 page 501  
Airworthiness Directive N° 96-150-203(B) dated July 31, 1996

---

This Revision 2 replaces AD 94-185-165(B)R1 dated January 31, 1996.

**EFFECTIVE DATES :**

**Original AD : AUGUST 27, 1994**  
**Revision 1 : FEBRUARY 10, 1996**  
**Revision 2 : AUGUST 10, 1996**