

## Scandinavian Airlines System

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SAS		TEST FLIGHT REQUIREMENTS - DESCRIPTION AND OPERATION
SAS		
1.	<u>Test F</u>	<u>light Requirements</u>
		neral
SAS	(1	) A test flight is performed to check the aircraft conformance
SAS		according to specified standards as established by the authorities
SAS		and SAS with regard to:
SAS		
SAS		<ul> <li>Flight characteristics</li> </ul>
SAS		<ul> <li>Correct function of all aircraft systems in flight</li> </ul>
SAS		- Performance
SAS		
SAS	(2	) All test flights shall be performed in accordance with the Flight
SAS		Test Standard Manual (FTS).
SAS		) Flight Test Procedure forms prepared by STOOF-T shall be used.
SAS	(4	) The following procedure forms are available:
SAS		
SAS		<ul> <li>Flight Test Procedure B767 Acceptance &amp; Heavy Maintenance</li> </ul>
SAS		Visit
SAS		– Flight Test Report B767 Engine Change
SAS		– Flight Test Report Non Routine
SAS		
SAS	(5	
SAS		SATISFACTORILY CHECKED-OUT ON GROUND IN ACCORDANCE WITH APPLICABLE
SAS		INSTRUCTIONS AND THE AIRWORTHINESS OF THE AIRCRAFT MUST BE ASSURED
SAS		BY THE MAINTENANCE ORGANIZATION.
SAS	(6	5
SAS		the reason and purpose of the flight (special tests etc). After the
SAS		flight the crew shall give a complete report of the test results,
SAS		together with other information considered valuable for evaluation
SAS		of the aircraft.

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ALL

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SAS		<u>CONDITIONS REQUIRING TEST FLIGHT - DESCRIPTION AND OPERATION</u>				
SAS						
SAS 1.	<u>Conditions Requiring Test Flight</u>					
SAS	Α.					
SAS		(1) After heavy maintenance visit or other maintenance activities where				
SAS		major work has been performed, the need for a test flight shall be				
SAS		coordinated between the affected maintenance function and STOOF.				
SAS	Β.	Aircraft Out of Service				
SAS		(1) Whenever an aircraft has been withdrawn from service for more than				
SAS		30 days.				
SAS	С.	Repair or Modification Affecting Flight Characteristics				
SAS		(1) After any type of repair or modification possibly affecting the				
SAS		flight characteristics of the aircraft and when normal flight				
SAS		characteristics or normal system function can be determined during				
SAS		flight only.				
SAS						
SAS		(2) The engineering instruction for such repair or modification shall				
SAS		specify the required test flight.				
SAS	D.	Confirmation of Fault Correction				
SAS		(1) After corrective actions to flight complaints related to flight				
SAS		characteristics of the aircraft such as mistrim, vibrations, etc. if				
SAS		on-ground-methods cannot satisfactorily determine the cause of the				
SAS		complaint or confirm the effectiveness of the corrective action.				
SAS	Ε.					
SAS		(1) After repair or modification involving all channels of redundant				
SAS		systems in flight control systems or flight guidance system where				
SAS		on-ground-methods do not cover all in-flight conditions or functions				
SAS		of a system/component essential to the safe execution of the flight.				
SAS	F.	Engines				
SAS		(1) Whenever more than one engine or EEC, or a combination of both, has				
SAS		been changed or subjected to major work and the performance or				
SAS		function cannot be fully verified during a ground check-out. The				
SAS		engineering instruction for such a repair or modification shall				
SAS		specify if a test flight is required.				
SAS		NOTE: A test flight is not required after removal/installation of				
SAS		the same engines if no major work has been performed on the				
SAS		engines.				
SAS						

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SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS	G.	Flig (1)	<pre>ht Control System In general, maintenance work on flight control systems does not require a test flight when it is assured that the concerned function has been satisfactorily checked out on ground. However, the need for a test flight should be evaluated in cooperation with the relevant maintenance function and STOOS in the following cases: - When a flight control system has been subjected to a repair or has been involved in a structural repair which possibly affects the flight characteristics of the aircraft When more than one flight control system (e.g. Aileron + Elevator) is affected.</pre>
SAS		(2)	Aileron
SAS		(2)	(a) Whenever more than one section has been changed.
SAS			(b) If more than two power packages have been replaced.
SAS			(c) If more than one central control actuator has been replaced.
343			
SAS			<u>NOTE</u> : If an aileron has been subjected to skin removal or a
SAS			major repair, it should be considered as changed.
SAS		(3)	Elevator
SAS			(a) Whenever an elevator surface has been changed.
SAS			(b) If more than two power packages on one side have been replaced.
SAS			NOTE: If an elevator has been subjected to skin removal or a
SAS			major repair, it should be considered as changed.
SAS		(4)	Rudder
SAS		(4)	(a) Whenever the rudder has been changed.
			5
SAS			(b) If more than one power package has been replaced.
SAS			<u>NOTE</u> : If a rudder has been subjected to skin removal or a
SAS			major repair, it should be considered as changed.
SAS		(5)	Horizontal Stabilizer
SAS			(a) Whenever the horizontal stabilizer has been changed or has been
SAS			subjected to major repair.

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SAS	(6)	Trim	Values not Conforming to Placards
SAS		(a)	When corrective maintenance actions on a flight complaint
SAS			concerning deviations from the trim placard does not explain
SAS			the cause for the trim deviation.
SAS		(b)	STOOF-T must always be notified about deviations from trim
SAS			placard values. STOOF-T will arrange a cruise trim check
SAS			(normally in conjunction with a regular passenger flight).
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