

Scandinavian Airlines System

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SAS TEST FLIGHT REQUIREMENTS – DESCRIPTION AND OPERATION

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1. Test Flight Requirements

A. General

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(1) A test flight is performed to check the aircraft conformance according to specified standards as established by the authorities and SAS with regard to:

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- Flight characteristics
- Correct function of all aircraft systems in flight
- Performance

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(2) All test flights shall be performed in accordance with the Flight Test Standard Manual (FTS).

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(3) Flight Test Procedure forms prepared by ST00F-T shall be used.

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(4) The following procedure forms are available:

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- Flight Test Procedure B767 Acceptance & Heavy Maintenance Visit
- Flight Test Report B767 Engine Change
- Flight Test Report Non Routine

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(5) PRIOR TO TEST FLIGHT THE CONCERNED FUNCTION(S) HAS TO BE SATISFACTORILY CHECKED-OUT ON GROUND IN ACCORDANCE WITH APPLICABLE INSTRUCTIONS AND THE AIRWORTHINESS OF THE AIRCRAFT MUST BE ASSURED BY THE MAINTENANCE ORGANIZATION.

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(6) A test flight must be well prepared and the crew well informed about the reason and purpose of the flight (special tests etc). After the flight the crew shall give a complete report of the test results, together with other information considered valuable for evaluation of the aircraft.

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EFFECTIVITY

ALL

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SAS G. Flight Control System

SAS (1) In general, maintenance work on flight control systems does not  
SAS require a test flight when it is assured that the concerned function  
SAS has been satisfactorily checked out on ground. However, the need  
SAS for a test flight should be evaluated in cooperation with the  
SAS relevant maintenance function and ST00S in the following cases:  
SAS - When a flight control system has been subjected to a repair or has  
SAS been involved in a structural repair which possibly affects the  
SAS flight characteristics of the aircraft.  
SAS - When more than one flight control system (e.g. Aileron + Elevator)  
SAS is affected.

SAS (2) Aileron  
SAS (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.

SAS NOTE: 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 (a) Whenever the rudder has been changed.  
SAS (b) If more than one power package has been replaced.

SAS NOTE: 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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 **BOEING**  
767  
MAINTENANCE MANUAL

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- (6) Trim Values not Conforming to Placards
- (a) When corrective maintenance actions on a flight complaint concerning deviations from the trim placard does not explain the cause for the trim deviation.
  - (b) ST00F-T must always be notified about deviations from trim placard values. ST00F-T will arrange a cruise trim check (normally in conjunction with a regular passenger flight).

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