

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8400.65

5/3/04

Cancellation

Date: 5/3/05

SUBJ: COMPLETION OF NON-NORMAL COCKPIT CHECKLIST PROCEDURES

1. PURPOSE. This notice provides guidance to all Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135 operators conducting non-normal cockpit checklist procedures.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices, and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's Web site at: <http://www.faa.gov/avr/afs/notices/8400/N8400-65.doc>.

3. BACKGROUND. A recent accident involving the jamming of an aircraft pitch trimming system indicated that procedures beyond those called for in the applicable non-normal cockpit checklist may have been undertaken. After the non-normal checklist identified the stabilizer as being jammed, attempts may have been made to regain an in-trim condition by use of the primary or alternate trim systems, contrary to the procedures in the applicable non-normal checklist.

4. ACTION.

a. Principal operations inspectors shall provide the information in this notice to their respective operators by providing a copy of this notice to the director of safety (part 121) or the director of operations (part 135), or by referring them to the URL indicated in paragraph 2.

b. Operators should review their operational procedures and training programs for any references that encourage or condone the use of procedures not contained in, or beyond the limits of, the non-normal checklist procedures if aircraft control is gained or maintained through the accomplishment of the appropriate procedure. Any such references should be removed and replaced with appropriate restrictive language.

c. Operators should review their non-normal cockpit checklist procedures for pitch trim inoperative and/or jammed and confirm that the procedure prohibits the use of any source of pitch trim input after the confirmation of the primary and alternate systems are inoperative. This non-normal procedure should instruct the flightcrew to land immediately at the nearest suitable airport if the non-normal procedures are ineffective in regaining pitch trim control.

d. Operators should instruct their flightcrews that, in the event of an inoperative or malfunctioning flight control system, if the airplane is controllable, they should complete only the applicable checklist procedures and should not attempt any corrective actions beyond those specified. In particular, in the event of an inoperative or malfunctioning horizontal stabilizer trim control system, after final determination has been made in accordance with the applicable checklist that both the primary and alternate trim systems are inoperative, neither the primary nor the alternate trim motor should be activated, either by engaging the autopilot or using any other trim control switch or handle. They should be further instructed that if checklist procedures are not effective, they should land at the nearest suitable airport.

5. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS). Document the conveyance of the information contained in this notice for each air carrier affected:

- a.** Use PTRS code 1385.
- b.** Enter "N840065" (without the quotes) in the "National Use" field.
- c.** Once the above information has been provided to the air carrier, close out the PTRS.

6. DISPOSITION. This notice will not be incorporated into Order 8400.10, Air Transportation Operations Inspector's Handbook. Questions concerning this notice should be directed to the Air Carrier Operations Branch, AFS-220, at (202) 493-4602.

/s/ John M. Allen for
James J. Ballough
Director, Flight Standards Service