

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. : 2003-122(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS

A340 aircraft

Leading edge slat - Inspection of slat rotary actuator Type A (ATA 27)

1. APPLICABILITY:

AIRBUS A340-200 and A340-300 series aircraft, all certified models, all serial numbers, fitted with rotary actuator Type A PN 954A0000-01 or PN 954A0000-02 or PN 954B0000-01.

This Airworthiness Directive (AD) is not applicable to aircraft on which AIRBUS Modification 50138 or Service Bulletin (SB) A340-27-4106 or SB A340-27-4110 have been embodied.

2. REASONS:

An excessive leak at the torque limiter output shaft seal of the rotary actuator Type A of leading edge slat No. 1 was reported during a scheduled check on an A340 aircraft.

Investigations performed by the supplier of the removed rotary actuator revealed that the parts of the torque limiter were totally contaminated with grease, further to migration of the grease from the power gear stage. This grease migration is only possible after a re-greasing, the quantity of grease fitted in production being not sufficient to migrate to the torque limiter.

Consequently, the inspection required by the paragraph 3.1 of this AD does not apply for all aircraft on which Maintenance Review Board (MRB) task 27.80.00-07 ("Lubrication of Slats Rotary Actuators" is a greasing task only scheduled from 5 years) has never been performed since delivery.

This grease contamination would affect the torque limiter performance. In case of jam of the linkage drive, this performance degradation would lead to structural damage at the bolts attaching leading edge slat No. 1 to the aircraft structure and to a potential loss of leading edge slat No 1 if the torque limiter of the second rotary actuator is also affected by grease contamination.

The purpose of this AD is to render mandatory:

- an inspection of the torque limiter for grease contamination, and the carrying out of all necessary corrective actions at the threshold and intervals defined in paragraph 3
- an interruption of the repetitive lubrication task of the affected rotary actuators Type A.

3. **MANDATORY ACTIONS AND DEADLINES:**

The following measures are rendered mandatory from the effective date of this AD:

3.1. **INSPECTION**

Unless already accomplished or unless the operator can ensure that MRB task 27.80.00-07 "Lubrication of Slats Rotary Actuators" has never been performed since delivery:

3.1.1. Within 1,000 Flight Hours (FH) following the effective date of this AD, perform an inspection of the torque limiter assembly for grease contamination, in accordance with the instructions of AIRBUS SB A340-27-4109 Revision 1 and inform AIRBUS.

3.1.2. Should grease be found in the torque limiter during inspection of 3.1.1., replace the rotary actuator within 7,500 FH following the effective date of this AD in accordance with the instructions of AIRBUS SB A340-27-4109 Revision 1 and inform AIRBUS.

3.1.3. Should no grease be found in the torque limiter during inspection of 3.1.1., repeat this inspection for grease contamination at intervals not exceeding 7,500 FH in accordance with the instructions of AIRBUS SB A340-27-4109 Revision 1 and inform AIRBUS.

3.1.4. Should grease be found in the torque limiter during one of the repetitive inspections required in paragraph 3.1.3., replace the rotary actuator not later than 2500 FH after this inspection in accordance with the instructions of AIRBUS SB A340-27-4109 Revision 1 and inform AIRBUS.

3.2. **LUBRICATION**

Stop the MRB task 27.80.00-07 repetitive lubrication on rotary actuators Type A PN 954A0000-01 or PN 954A0000-02 or PN 954B0000-01 in leading edge slat No. 1 and remove that task from the aircraft scheduled maintenance program (AMM 12.22.27).

Note: Rotary actuators Type B in leading edge slats are not affected by the cancellation of this repetitive lubrication task.

REF.: AIRBUS Service Bulletin A340-27-4109 Revision 1
(Any later approved revision of this SB is acceptable)
MRB Report A340 Revision 7 dated March 2002.

EFFECTIVE DATE : MARCH 29, 2003