

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2006-0377-E</p> <p>Date: 20 December 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name : AIRBUS SAS</p>	<p>Type/Model designation(s) : A340-500/-600 series</p>	
<p>TCDS Number: EASA A.015</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: Not applicable</p>		
<p>ATA 27</p>	<p>Flight Controls – Elevator Servo Controls - Dispatch Restriction</p>	
<p>Manufacturer(s):</p>	<p>AIRBUS (formerly AIRBUS Industrie)</p>	
<p>Applicability:</p>	<p>AIRBUS A340-500 and A340-600 series, all certified models, all serial numbers.</p>	
<p>Reason:</p>	<p>During an inspection on a LH inboard aileron servo control unit, the centering lever was found broken on A340-642 aircraft. The investigations conducted by the manufacturer Goodrich revealed that this event is due to insufficient tightening of the centering device tab nut combined with tab nut folded in wrong direction during servo-control assembly. This production quality issue could affect certain batches of inboard ailerons servo controls and elevator servo controls. It has been assessed that for the inboard aileron servo controls, this production quality issue does not generate any unsafe condition.</p> <p>This condition, if not corrected for elevator servo controls, can lead in the worst case to runaway of one elevator surface when servo-controls are in centering mode, resulting in loss of control of the aircraft.</p> <p>The aim of this Emergency Airworthiness Directive (EAD) is to prohibit the dispatch with Flight Control Primary Computer 1 (FCPC1) or Secondary Computer 1 (FCSC1) inoperative as a precautionary measure and to require the identification later on of the elevator servo control units affected by this issue.</p> <p>An AIRBUS Inspection Service Bulletin is under preparation to check the tab nut correct tightening which will cancel the above dispatch restriction.</p>	

	Reminder: It is the operator's responsibility to reflect the non-dispatch condition in the appropriate operational documentation when FCPC1 or FCSC1 inoperative condition is met.
Effective Date:	27 December 2006
Compliance:	<p>1. The following operational limitations are rendered mandatory from the effective date of this EAD:</p> <p><u>Dispatch restriction :</u></p> <ul style="list-style-type: none"> - Dispatch with FCPC 1 inoperative (MMEL item 27-93-01 A) is no longer authorized. - Dispatch with FCSC 1 inoperative (MMEL item 27-94-01 A) is no longer authorized. <p>2. Before 30 April 2007, identify the Part Number (PN) and the Serial Number (SN) of all elevator servo control units on aircraft in accordance with instructions defined in AIRBUS AOT A340-27A5041:</p> <p>2.1 If the PN and SN of all elevator servo control units installed on aircraft are not listed in paragraph 3.3 of AIRBUS AOT A340-27A5041, the dispatch restrictions defined in paragraph 1 of this EAD are no longer required.</p> <p>2.2 For each elevator servo control unit, report to AIRBUS the identification results.</p> <p>3. Elevator Servo Control Spare units :</p> <p>From the effective date of this EAD,</p> <p>No person may install any elevator servo control unit having a PN and SN identified as affected in AIRBUS AOT A340-27A5041 as a replacement part on an aircraft.</p> <p>All affected unit must be returned to Goodrich for rework before installation on aircraft.</p>
Ref. Publications:	AIRBUS All Operator Telex (AOT) A340-27A5041 dated 19 December 2006 or later approved revisions.
Remarks :	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</p> <p>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office –EAL Fax : + 33 5 61 93 45 80.</p>