

# AIRWORTHINESS DIRECTIVE

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*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. : 1999-299-120(B) R1  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS

### A340-200/-300 aircraft

Inspection of the trimmable horizontal stabilizer actuator (THSA) (ATA 27)

#### 1. APPLICABILITY:

AIRBUS A340 aircraft, models -211, -212, -213, -311, -312 and -313, all serial numbers, fitted with Trimmable Horizontal Stabilizer Actuator (THSA) with one of the following Part Numbers (PN) and Serial Numbers (SN):

- PN 47147-100, 47147-200, 47147-210, 47147-213, 47147-300, 47147-303, 47147-350, 47147-400, SN 6 through 247 inclusive,
- or,
- PN 47172, SN 301 through 334 inclusive, 347, 360, 362, 365, and 374.

**Note:** These THSA units have been either installed in production on A340 aircraft MSN 0002 thru 0282 inclusive or delivered as spare units.

#### 2. REASONS:

One A340 operator reported that after engine start when the horizontal stabilizer was manually set to the take-off position, the Trimmable Horizontal Stabilizer Actuator (THSA) continued to run by itself to the full aircraft nose-down position.

Examination of the incriminated THSA, confirmed a jamming of the THSA control valve due to the incorrect installation of a locking ring in the control valve.

The examination also confirmed that the jamming protection device was found operative and that this type of THSA runaway would have been stopped in flight either by the flight control computer, or by a manual input on the trim wheel.

This failure combined with a hidden malfunction of the jamming protection device can lead to a THS runaway without any possibility of correction by the crew.

Revision 1 of this Airworthiness Directive (AD) consists of revising the "Applicability" paragraph which limits AIRBUS A340 aircraft models as listed in the paragraph 1.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

**3.1.** The following measures are rendered mandatory from the effective date of this AD at original issue.

**3.1.1.** Within 500 flight hours (FH) from the effective date of this AD at original issue or within 800 FH since the latest test performed in the frame of the CMR, whichever occurs later, perform the test of the THSA jamming protection device in accordance with the instructions given in the AIRBUS All Operator Telex (AOT) A340-27A4078 dated July 22, 1999.

**3.1.2.** Repeat the test of the above paragraph 3.1.1. at intervals not exceeding 800 FH until accomplishment of the paragraph 3.2. of this AD.

**3.2.** The following actions must be accomplished by LUCAS AEROSPACE, unless already previously accomplished:

**3.2.1.** Not later than 10 months from the effective date of this AD at original issue, perform a boroscopic inspection of the 2 hydraulic bloc units of the THSA in accordance with the instructions given in the AIRBUS Service Bulletin (SB) A340-27A4077 R1.

**3.2.2.** Depending on the inspection results, accomplish the instructions given in the AIRBUS SB A340-27A4077 R1.

**Note 1:** No further action is required after accomplishment of AIRBUS SB A340-27A4077 at original issue.

**Note 2:** After accomplishment of the requirement of paragraph 3.2. of this AD, the test of the THSA jamming protection device is restored to its original interval of 5000 FH as given in the CMR.

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**REF.:** AIRBUS All Operator Telex A340-27A4078 dated July 22, 1999  
AIRBUS Service Bulletin A340-27A4077  
(or any further approved revisions)  
AIRBUS Service Bulletin A340-27A4077 R1  
(or any further approved revisions).

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This Revision 1 replaces original AD 1999-299-120(B) dated July 28, 1999.

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**EFFECTIVE DATES :**

**Original issue : AUGUST 07, 1999**

**Revision 1 : SEPTEMBER 27, 2003**