

# 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. : 1999-300-099(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A330 aircraft

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

#### APPLICABILITY:

AIRBUS INDUSTRIE A330 aircraft, all certified models, fitted with Trimmable Horizontal Stabilizer Actuator (THSA) with one of the following Part Numbers (P/N) and Serial Numbers (S/N):

- P/N : 47147-100, 47147-200, 47147-210, 47147-213, 47147-300, 47147-303, 47147-350, 47147-400  
S/N 6 through 247 inclusive,
- or
- P/N: 47172, S/N 301 through 334 inclusive, 347, 360, 362, 365, and 374.

**Note:** These units (THSA) have been either installed in production on A330 aircraft MSN 0012 through 0290 inclusive or delivered as spare units.

#### REASONS:

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

Examination of the incriminated THSA, confirmed a jamming of the actuator 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.

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n/GH

July 28, 1999

AIRBUS INDUSTRIE  
A330 aircraft

1999-300-099(B)

**COMPLIANCE:**

1. The following measures are rendered mandatory on the effective date of this Airworthiness Directive:

1.1. Within 500 flight hours from the effective date of this AD or within 800 flight hours since 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 INDUSTRIE All Operator Telex (AOT) A330-27A3072 dated July 22, 1999.

1.2. Repeat the test of the above paragraph 1.1 at intervals not exceeding 800 flight hours until accomplishment of the paragraph 2 of this AD.

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

2.1. Not later than 10 months from the effective date of this AD, perform a boroscopic inspection of the 2 hydraulic bloc units of the THSA in accordance with the instructions given in the AIRBUS INDUSTRIE Service Bulletin A330-27A3070 R1.

2.2. Depending on the inspection results, accomplish the instructions given in the AIRBUS INDUSTRIE Service Bulletin A330-27A3070 R1.

**Note 1:** No further action is required after accomplishment of AIRBUS INDUSTRIE Service Bulletin A330-27A3070 at original issue or any further approved revisions.

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

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**REF. :** AIRBUS INDUSTRIE All Operator Telex (AOT) A330-27A3072 dated July 22, 1999  
AIRBUS INDUSTRIE Service Bulletin A330-27A3070  
(or any further approved revisions)  
AIRBUS INDUSTRIE Service Bulletin A330-27A3070R1  
(or any further approved revisions)

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**EFFECTIVE DATE : AUGUST 07, 1999**