

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. : 2001-156(B)
In case of any difficulty, reference should be made to the French original issue.**

AIRBUS INDUSTRIE

A340 aircraft

Vertical stabilizer - Desynchronization of rudder servo-control (ATA 27, 55)

APPLICABILITY:

AIRBUS INDUSTRIE A340 aircraft models -211, -212, -213, -311, -312 and -313 all serial numbers, except aircraft modified in production by AIRBUS INDUSTRIE modification 48110.

REASONS:

Several abnormal stiff applications of the rudder pedal were reported by an A330 operator during flight operation or ground tests.

This situation was caused by a desynchronization of the rudder servo-controls resulting from a deviation from the procedure for adjusting the servo-control.

The high loads induced by this desynchronization caused cracks on the rudder servo-control attachment fitting.

This situation, if not corrected, could lead to a reduced structural integrity of the rudder servo-control attachment fitting.

This Airworthiness Directive (AD) is issued in order to detect and prevent any desynchronization between the rudder servo-controls and thus to prevent any servo-control and/or structural damage,

In addition, taking advantage of the opportunity to get access to the rudder rear part, the inspection of the Travel Limitation Unit (TLU) is required.

COMPLIANCE:

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

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May 02, 2001

**AIRBUS INDUSTRIE
A340 aircraft**

2001-156(B)

A. INSPECTION

1. Before September 1st, 2002, perform the inspection of the TLU and a check for synchronization of the rudder servo-control in accordance with the instructions given in the AIRBUS INDUSTRIE Service Bulletin (SB) A340-27-4088 and report the findings to AIRBUS INDUSTRIE whatever the results are.
2. Depending on the measured desynchronization value, apply the correctives actions (replacement and/or adjustment) as defined in the SB A340-27-4088.
3. If the measured desynchronization value requires to replace rudder servo-control(s) in accordance with the requirement of the above paragraph A.2:
 - a) Before next flight, inspect the attachment fitting of the rudder servo-controls found desynchronized and apply the corrective actions, if necessary, in accordance with the instructions given in the SB A340-55-4026.
 - b) Repeat the actions of the above paragraph a) at the intervals defined in SB A340-55-4026, depending on the aircraft configuration and inspection method.
 - c) Report the finding to AIRBUS INDUSTRIE whatever the results are.

B. MODIFICATION

Before September 1st, 2002, introduce new rudder servo-control rigging-placards which advise maintenance personnel, in accordance with the instructions given in the SB A340-27-4086.

The accomplishment of SB A340-27-4086 must be prior to or simultaneous with the check for synchronization of the rudder servo-control required by the paragraph A1 of this AD.

REF.: AIRBUS INDUSTRIE Service Bulletin A340-27-4088
AIRBUS INDUSTRIE Service Bulletin A340-55-4026
AIRBUS INDUSTRIE Service Bulletin A340-27-4086
(any further approved revision of these SB's is acceptable).

EFFECTIVE DATE : MAY 12, 2001