 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2004-171</b>		Distribution:  <b>B</b>	Issue date:  <b>October 27, 2004</b>	Page :  <b>1/2</b>
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
<p style="text-align: center;"><b>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.</b></p>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>None</b>		
Person in charge of airworthiness: <b>AIRBUS SAS</b>			Type(s): <b>A340-500/-600 aircraft</b>		
Type certificate(s) No. <b>183</b> TCDS No <b>183</b>					
ATA chapter:  <b>27</b>		Subject: <b>Flight controls - Inboard aileron servocontrols</b>			

#### 1. EFFECTIVITY:

AIRBUS A340 aircraft, models -541 and -642, all serial numbers, equipped with inboard aileron servocontrol(s) (SC) PN SC4820-4 and serial numbers (SN) from 70 to 119 inclusive.

Spare SCs PN SC4820-4 with SNs from 70 to 119 inclusive are also concerned by this Airworthiness Directive (AD).

**Note 1:** The outboard aileron SCs of a different concept are not concerned by this AD.

**Reminder:** It is the responsibility of the operator to ensure that any spare part that could be install on the aircraft does not question the compliance of the aircraft with the requirements of this AD.

#### 2. REASONS:


The manufacturer, AIRBUS, has observed that the behavior of the inboard aileron SCs could be affected by a malfunction similar to the one encountered on the elevator SCs related to a non conformity of the bore of the SC centering device as specified in AD No. F-2004-082 effective since June 19th, 2004.

In the extremely remote case of electrical control loss on both SC's of both inboard aileron, jamming of the centering device on SCs 7CS2 and 8CS1 could lead to the loss of inboard aileron surfaces control, which could result in a reduced controllability of the aircraft.

The aim of this AD is:

- to check on aircraft whether the inboard aileron SCs installed belong to the concerned batch (PN SC4820-4 and SNs from 70 to 119 inclusive),
- to prohibit all flights with an inoperative FCPC1 or FCSC1 for aircraft equipped with two concerned inboard aileron SCs supplied by the Green hydraulic system (positions 7CS2 and 8CS1) in order to reduce the risk of a change to "centering" mode.

**Note 2:** This dispatch limitation applies only on aircraft on which an inboard aileron SC identified in § 1 "Effectivity" is installed in position 7CS2 and in position 8CS1.

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

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

**3.1.** Within 700 flight hours at latest from the effective date of this AD, check whether the inboard aileron SCs installed on the aircraft have PN SC4820-4 and a serial number between 70 and 119 inclusive (inboard aileron SC batch concerned by the non conformity) in accordance with the instructions of AIRBUS AOT A340-27A5024 R1.

**3.2** If each of the inboard aileron SCs installed on aircraft in positions 7CS2 and 8CS1 belongs to the batch with PN SC4820-4 and a SN between 70 and 119 inclusive:

- aircraft dispatch with an inoperative FCPC1 or FCSC1 is prohibited,
- each operator must amend the MEL to reflect this non-dispatch condition.

**Note 3:** if an aircraft is equipped with an inboard aileron SC identified in § 1 "Effectivity", both in position 7CS2 and position 8CS1, the replacement of one of them by a SC not belonging to the concerned batch allows to remove the above limitation.

**Note 4:** A program for retrofitting/replacing the concerned inboard aileron SC batch will be available from November 2004.

### 4. **REFERENCE PUBLICATION:**

AIRBUS AOT A340-27A5024 R1  
Any later approved revision of this document is acceptable.

### 5. **EFFECTIVE DATE:**

November 06, 2004.

### 6. **REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:  
AIRBUS SAS - EAL - Fax: 33 5 61 93 45 80.

### 7. **APPROVAL:**

This AD is approved under EASA reference No 2004-10568 dated October 20, 2004.