	AIRWORTHINESS DIRECTIVE No F-2004-082		Distribution: B	Issue date: June 09, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
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.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: AIRBUS SAS			Type(s): A340-500/600 aircraft		
Type certificate(s) No. 183 TCDS No 183					
ATA chapter: 27	Subject: Flight controls - Elevator servo-controls				

1. **EFFECTIVITY:**

AIRBUS A340 aircraft, models -541 and -642, all serial numbers (MSN), fitted with elevator servo control(s) part number (PN) SC4810-4 with following serial numbers (SN) 70 to 118 inclusive and not marked with a star at the end of the CMS code.

Spare parts PN SC4810-4 with SN 70 to 118 inclusive and not marked with a star at the end of the CMS code are also affected by this Airworthiness Directive (AD).

2. **REASONS:**


During cruise phase flight, an A340-600 aircraft experienced oscillations on the two elevators. The preliminary investigation has shown that these oscillations were linked to the abnormal behavior of elevator servo controls in active mode.

The supplementary analyses conducted at low temperature have revealed that the root cause of this event is a manufacturing non-conformity in the boring of the elevator servo control centering device.

In the extremely remote case of electrical control loss on both S/C's, jamming of the centering device can lead to the surface runaway which could result in a reduced controllability of the aircraft.

The aim of this AD is:

- to require the replacement / rework of affected servo controls,
- to forbid the dispatch with FCPC1 or FCSC1 inoperative, for aircraft fitted with affected servo control(s) in order to alleviate the risk to switch to centering mode.

	AIRWORTHINESS DIRECTIVE No F-2004-082	Distribution: B	Issue date: June 09, 2004	Page: 2/2
---	--	---------------------------	-------------------------------------	---------------------

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. For each elevator servo control PN SC4810-4 with SN from 70 to 118 inclusive and not marked with a star at the end of the CMS code, whenever installed on aircraft at active positions 2CS1 and 2CS2 or at damping positions 3CS1 and 3CS2, or spare parts, replace/rework the elevator servo control in accordance with AIRBUS AOT A340-27A5023 no later than October 31, 2004.

Note: Reworked elevator servo controls are identified with a star at the end of the CMS code on the identification plate. No further action is required by this AD for these servo-controls.

3.2. For aircraft having at least one elevator servo control PN SC4810-4 with SN from 70 to 118 inclusive and not marked with a star at the end of the CMS code, dispatch with FCPC1 inoperative or FCSC1 inoperative is forbidden until all the affected elevator servo controls installed on the aircraft are reworked or replaced in accordance with AIRBUS AOT A340-27A5023.

The operator of such an aircraft must consequently amend its MEL for FCPC1 and FCSC1 items until all the affected elevator servo-controls installed on aircraft are reworked or replaced.

4. REFERENCE PUBLICATION:

AIRBUS AOT A340-27A5023 dated March 18, 2004
(Any later approved revision of this document is acceptable).

5. EFFECTIVE DATE:

June 19, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

AIRBUS SAS - Gérard MEUREY - Fax 33 5 61 93 45 80.

7. APPROVAL:

This AD is approved under EASA reference No 2004-5875 dated June 02, 2004.