EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2007 – 0124 **Date: 04 May 2007**

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.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS SAS	A340-500/-600 series

TCDS Number: EASA A.015

Foreign AD: Not applicable

Supersedure: EAD 2006-0377-E

ATA 27	**Flight Controls – Elevator Servo Controls - Dispatch Restriction / Inspection**
Manufacturer(s):	AIRBUS (formerly AIRBUS INDUSTRIE)
Applicability:	AIRBUS A340-500 and A340-600 series, all certified models, all serial numbers.
Reason:	During an inspection on a LH inboard aileron servo control unit, the centering lever was found broken on A340-642 aircraft. The investigations conducted by the manufacturer Goodrich revealed that this event is due to insufficient tightening of the centering device tab nut combined with tab nut folded in wrong direction during servo-control assembly. This production quality issue could affect certain batches of inboard ailerons servo controls and elevator servo controls. It has been assessed that for the inboard aileron servo controls, this production quality issue does not generate any unsafe condition. This condition, if not corrected for elevator servo controls, can lead in the worst case to runaway of one elevator surface when servo-controls are in centering mode, resulting in loss of control of the aircraft. The aim of Emergency Airworthiness Directive (EAD) 2006-0377-E was to prohibit the dispatch with Flight Control Primary Computer 1 (FCPC1) or Secondary Computer 1 (FCSC1) inoperative as a precautionary measure and to require the identification later on of the elevator servo control units affected by this issue. **Reminder:** It is the operator's responsibility to reflect the non-dispatch condition in the appropriate operational documentation when FCPC1 or FCSC1

	inoperative condition is met. This new AD supersedes the EAD 2006-0377-E and mandates a one time inspection to check the correct tightening torque of the tab nut and bushing assembly as terminating action to the dispatch restriction.
Effective Date:	18 May 2007
Compliance:	1. The following operational limitations are rendered mandatory from 27 December 2006 [effective date of EAD 2006-0377-E] : Dispatch restriction : - Dispatch with FCPC 1 inoperative (MMEL item 27-93-01 A) is no longer authorized. - Dispatch with FCSC 1 inoperative (MMEL item 27-94-01 A) is no longer authorized. 2. Before 30 April 2007, identify the Part Number (PN) and the Serial Number (SN) of all elevator servo control units on aircraft in accordance with instructions defined in AIRBUS AOT A340-27A5041 Revision 1: 2.1 If the PN and SN of all elevator servo control units installed on aircraft are not listed in paragraph 3.3 of AIRBUS AOT A340-27A5041 Revision 1, the dispatch restrictions defined in paragraph 1 of this AD are no longer required. 2.2 If the PN and SN of one (or more) elevator servo control unit(s) installed on aircraft is (are) listed in paragraph 3.3 of AIRBUS AOT A340-27A5041 Revision 1, unless already accomplished, within 18 months following the effective date of this AD: In accordance with instructions defined in AIRBUS AOT A340-27A5041 Revision 1, inspect the elevator servo control centering device and if necessary, apply the associated corrective actions. If all affected elevator servo controls of one aircraft are : - inspected without findings in accordance with paragraph 2.2 of this AD, or - repaired in accordance with paragraph 2.2 of this AD, the dispatch restrictions defined in paragraph 1 of this AD are no longer required on this aircraft. 2.3 For each identified elevator servo control unit listed in paragraph 3.3 of AIRBUS AOT A340-27A5041 Revision 1, report to AIRBUS: - the associated aircraft MSN, - the identified elevator servo control unit SN and associated corrective action: inspected without findings or repaired. 3. Elevator Servo Control Spare units : From 27 December 2006 [effective date of EAD 2006-0377-E], No person may install any elevator servo control unit having a PN and SN

	identified as affected in AIRBUS AOT A340-27A5041 Revision 1 as a replacement part on an aircraft. All affected unit must be returned to Goodrich for repair before installation on aircraft.
Ref. Publications:	AIRBUS All Operator Telex (AOT) A340-27A5041 dated 19 December 2006 AIRBUS AOT A340-27A5041 Revision 1 dated 27 February 2007 or later approved revisions.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 07-049 for consultation on 22 March 2007 with a comment period until 10 April 2007. No comments were received during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EAL Fax : + 33 5 61 93 45 80 ; E- mail : airworthiness.A330-A340@airbus.com.