GROUPEMENT POUR LA SECURITE
AVIATION CIVILE

Département Navigabilité Certification

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F A X U R G E N T

GSAC/T à/to : Destinataire

Réf. : 14/05 GSAC/NA **Date : 18 mars 2005** **Nb de pages : 2**

EMERGENCY AIRWORTHINESS DIRECTIVE (CNU) PUBLISHED BY DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE) ON BEHALF OF EASA.
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No UF-2005-048 - AIRBUS SAS – A310 and A300-600 aircraft

SUBJECT: CFRP Rudder (ATA 55).

1. **EFFECTIVITY:**
AIRBUS A310 and A300-600 aircraft, all certified models and all serial numbers, on which CFRP rudder PN A55471500 series is fitted,

and

any rudder PN A55471500 series held as a spare.

Note 1: CFRP rudder PN A55471500 correspond to the pre-modification 8827 configuration.

Note 2: CFRP rudder PN A55471500 has been fitted on A300-600 production aircraft from MSN 0252 up to MSN 717 (both included) and A310 production aircraft from MSN 0162 up to MSN 0689 (both included), and exclusively.

2. **REASON:**
An A310 in flight from Varadero airport (Cuba) to Quebec (Canada) experienced the physical loss of the majority of the rudder structure at cruise altitude. After a safe landing of the aircraft, an inspection showed that the rudder front spar portion between the three servo control actuators and the lower rudder hinge arm down to rib zero remained on the aircraft, the rest of the rudder was missing.
The aircraft had accumulated 13444 FC/49224FH.

The reasons and sequence that may have led to this rupture are still under investigation at the present time. The loss of the rudder leads to degradation of the handling qualities and reduces the controllability of the aircraft under certain conditions such as crosswind landings and engine-out operation.

The aim of this Emergency Airworthiness Directive (EAD) is to check the structural integrity of the rudder and its attachment by means of a one time inspection (general visual inspection, detailed visual inspection and tap test inspection), as a precautionary action.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**
Within 550 flight hours or no later than three months (whichever occurs first) from the effective date of this EAD, perform inspection and apply corrective measures if necessary in accordance with the instructions specified in paragraphs 4.2.1 through 4.2.3 of AIRBUS All Operator Telex (AOT) A310 55A2035 or A300-600 55A6035.

Any of the inspections required in section 4.2.2 of the AOT, referenced above, which have been performed within the last 18 months prior to the effective date of this EAD, is an acceptable means of compliance provided that associated inspection results are reported to AIRBUS.

In case of findings in the rudder side panels, please refer to Airbus Structure Engineering Customer Support for an approved repair solution before next flight.

If damage to the rudder attachment exceeds the Structural Repair Manual (SRM) limits, refer to Airbus Structure Engineering Customer Support for an approved repair solution before next flight.

The inspection results, whatever they are, must be reported to AIRBUS within 10 days from completion of all inspections defined in sections 4.2.1 through 4.2.3 of the AOT using Reporting Sheet TD 943.0267/05 Issue A, dated March 16, 2005.

4. REFERENCE PUBLICATIONS:

AIRBUS AOT A310 55A2035 dated 17 March 2005.
AIRBUS AOT A300-600 55A6035 dated 17 March 2005.

5. EFFECTIVE DATE:

Upon receipt from March 18, 2005.

6. REMARK:

For further information, please contact:
AIRBUS - EAW Office of Airworthiness - Fax: 33 (0) 5 61 93 45 80.

7. APPROVAL:

This EAD is approved under EASA reference No 2005-2508 dated March 18, 2005.