EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2007-0266 **Date: 08 October 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 designations:**
AIRBUS SAS	A310, A300-600 aircraft

TCDS Number: France No 145

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2006-0066 dated 24 March 2006.

ATA 55	**Stabilizers – Vertical Stabilizer & Rudder Structure – Inspection / Repair**
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	AIRBUS A310 and A300-600 aircraft, all certified models, all serial numbers, on which rudder Part Number (P/N) A55471500 series is fitted, except for those aircraft on which AIRBUS modification n° 08827 has been incorporated in production.
Reason:	Based on some recent in-service findings for fluid ingress and/or inner skin disbond damage on rudders, AIRBUS decided to introduce some further structural inspections to specific rudder areas. This type of damage could result in reduced structural integrity of the rudder. For the reasons stated above, this AD requires the accomplishment of a thorough inspection program by ultrasonic and/or termographic methods, compared to the inspections already required by Airworthiness Directive (AD) 2006-0066, issued on 24 March 2006 as a precautionary measure, in order to verify the structural integrity of the rudder. **Note**: For aircraft on which the inspection program as required by this AD has been implemented, the actions specified in AD 2006-0066 are no longer required.
Effective Date:	22 October 2007
Compliance:	Required as indicated, unless accomplished previously : **1. Structural Inspection at rudder hoisting points and trailing edge screw areas:**

	1.1 Within 500 Flight Cycles (FC) or 6 months, whichever occurs first after the effective date of this AD, perform a special detailed one-time inspection in the areas of rudder hoisting points and trailing edge screws, in accordance with the instructions given in AIRBUS Service Bulletin (SB) A310-55-2045 or A300-55-6044; **1.2** If no damage is found, within 10 days after the inspection, report to AIRBUS using Appendix 1 or 2 (as applicable to the aircraft config.) of SB A310-55-2045 or A300-55-6044; **1.3** In case of findings, report to AIRBUS using Appendix 1 or 2 (as applicable to the aircraft config.) of SB A310-55-2045 or A300-55-6044, to get further instructions for repair. Accomplish the repair within the timescale(s) indicated in, and in accordance with the instructions given in paragraph 3.B (1)(a)(2) or 3.B (2)(a)(2) of SB A310-55-2045 or A300-55-6044; **2. <u>Structural inspection along the rudder Z-profile:</u>** **2.1** Within 500 FC or 6 months, whichever occurs first after the effective date of this AD, and thereafter at intervals not exceeding 1 400 FC (for Config. 01), or not exceeding 5 000FC (for Config.02), perform a special detailed repetitive inspection along the rudder Z-profile, in accordance with the instructions given in SB A310-55-2044 or A300-55-6043. For temporary repair along the rudder Z-profile for both Config. 01 and 02 refer to paragraph 3.C (1) of SB A310-55-2044 or A300-55-6043; **2.2** If no damage is found, within 10 days after each inspection, report to AIRBUS using Appendix 1 or 2 (as applicable to the aircraft config.) of SB A310-55-2044 or A300-55-6043; **2.3** In case of findings during any inspection as required by paragraph 2.1 of this directive, check the findings and, apply associated corrective actions within the timescale(s) indicated in, and in accordance with instructions given in paragraph 3.B (1)(a)(2) or 3.B (2)(a)(2) of SB A310-55-2044 or A300-55-6043. Within 10 days after the inspection / correction, submit a report to AIRBUS using Appendix 1 or 2 (as applicable to the aircraft config.) of SB A310-55-2044 or A300-55-6043. **<u>Note</u>**: For rudder configuration identification, refer to Appendices 03 and 04 of Airbus SB A310-55-2044, A310-55-2045, A300-55-6043 and A300-55-6044, as applicable to the aircraft model. **<u>3</u>. <u>Installation of spare rudder P/N A55471500 series as a replacement:</u>** After 22 April 2008, no person shall install a P/N A55471500 series rudder on an aircraft as a replacement part, unless it has been inspected and, as necessary, repaired in accordance with the instructions of SB A310-55-2044, or A310-55-2045, or A300-55-6043, or A300-55-6044.
Ref. Publications:	AIRBUS Service Bulletins A310-55-2045 original issue; A300-55-6044 original issue; A310-55-2044 original issue; A300-55-6043 original issue; or later approved revisions of these documents.
Remarks :	1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 12 September 2007 as PAD 07-168 for consultation until 26 September 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/ . 3. Enquiries regarding this AD 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 – EAW (Airworthiness Office Telephone: + 33 5 61 93 36 96, Fax:+ 33 5 61 93 44 51).