

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

**Translation of 'Consigne de Navigabilité' ref. : 2001-560(B)
In case of any difficulty, reference should be made to the French original issue.**

AIRBUS INDUSTRIE

A310 and A300-600 aircraft

Vertical stabilizer and rudder attachment fittings (ATA 53, 55)

APPLICABILITY:

AIRBUS INDUSTRIE A300-600 and A310 aircraft, all models, equipped with post modification 4886 vertical stabilizers.

REASONS:

An A300-600R on its flight from New York Kennedy Airport to Santo Domingo, Dominican Republic, crashed within the boundaries of the city of New York, in the Queens district, shortly after take-off.

Investigation at this stage has determined that the vertical stabilizer departed the airplane before the crash and that the rudder was found separated from the vertical stabilizer when retrieved.

The reasons and sequence that may have led to this rupture are not understood at the present time. However, although there is no evidence at this stage of an aircraft defect, as a precautionary measure and in order to confirm continued airworthiness of the worldwide fleet, DGAC renders mandatory the one time visual inspection of the vertical stabilizer and rudder attachment fittings of aircraft flying with a vertical stabilizer in post modification 4886 configuration.

COMPLIANCE:

Within 15 days following the effective date of this Airworthiness Directive (AD), perform the actions specified below.

- (a) Perform a one-time detailed visual inspection of the vertical stabilizer attachment fittings, including the main attachment lugs and the transverse (side) load fittings.

Gain access to the vertical stabilizer attachment fittings by removing external fairings and internal access covers and inspect both sides of affected attachment fittings.

If any damage is found, before further flight following this finding, repair in accordance with DGAC approved regulatory procedures.

If any repair or alteration to the attachment lug areas of the vertical stabilizer has been accomplished previously, before further flight following the effective date of this AD, the repair or alteration must be approved by the DGAC.

.../...

- (b) Perform a one-time detailed visual inspection to detect damage of the rudder hinge fittings, hinge arms, and support fittings for all rudder hinges, and rudder actuator support fittings.

If any damage is found, before further flight following this finding, repair per the manufacturer's Structural Repair Manual (SRM), or in accordance with DGAC approved regulatory procedures.

Note: For the inspections of paragraphs (a) and (b): damage of the metallic areas includes fasteners, wear areas, distorted flanges, cracks, and corrosion. Damage of the composite areas includes any sign of delamination, surface damage, including any damage to fibers.

- (c) Submit a report of inspection findings (including nil findings) within 5 days after performing the inspection to

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Note: Accomplishment of the one time visual inspection of the vertical stabilizer attachment fittings, including the main attachment lugs and the transverse (side) load fittings as per methods of applicable AIRBUS MRB task 53.19.32 is considered acceptable for compliance with this AD on aircraft in post-mod 4886 configuration.

Accomplishment of the one time visual inspection of the rudder hinge fittings, hinge arms, and support fittings for all rudder hinges, and rudder actuator support fittings as per methods of applicable AIRBUS MRB tasks 55.30.16 and 55.40.06 is considered acceptable for compliance with this AD on aircraft in post-mod 4886 configuration.

REF.: A300-600 MRB Report task 53.19.32, 55.30.16, 55.40.06
A310 MRB Report task 53.19.32, 55.30.16, 55.40.06.

This AD has been the subject of a telegraphic diffusion on November 16, 2001.

EFFECTIVE DATE :

Upon receipt of Telegraphic AD from NOVEMBER 16, 2001