	AIRWORTHINESS DIRECTIVE No F-2005-048	Distribution: B	Issue date: May 11, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<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: UF-2005-048		
Person in charge of airworthiness: AIRBUS SAS		Type(s): A310 and A300-600 aircraft		
Type certificate(s) No. 72 TCDS No 145				
ATA chapter: 55	Subject: Stabilizers - Reinforced carbon fiber (CFRP) rudder			

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 corresponds to the pre-modification 8827 configuration.

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


2. **REASONS:**

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 13,444 FC/49,224 FH.

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 Airworthiness Directive (AD) 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.

	AIRWORTHINESS DIRECTIVE No F-2005-048	Distribution: B	Issue date: May 11, 2005	Page: 2/2
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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

Within 550 flight hours or three months (whichever occurs first) from the effective date of this AD, 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 AD, 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 March 17, 2005.
AIRBUS AOT A300-600 55A6035 dated March 17, 2005.

5. EFFECTIVE DATE:

Upon receipt of emergency AD UF-2005-048 issued on March 18, 2005.

6. REMARK:

This AD has been the subject of an emergency diffusion on March 18, 2005.

For further information, please contact:

AIRBUS SAS - EAW Office of Airworthiness - Fax: 33 (0) 5 61 93 45 80.

7. APPROVAL:

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