EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2006-0066 **Date: 24 March 2006**

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 and A300-600 aircraft.

TCDS Number: France No 145

Foreign AD: None

Supersedure: None

ATA 55	**Stabilizers - CFRP (Carbon Fibre Reinforced Plastic) Rudder - Inspection.**
Manufacturer(s):	AIRBUS, AIRBUS INDUSTRIE.
Applicability:	AIRBUS A310 and A300-600 aircraft, all certified models, all serial numbers, on which CFRP rudder PN A55471500 series is fitted, except for aircraft having received AIRBUS modification n° 8827, and any rudder PN A55471500 series stored as spare part.
Reason:	During maintenance of an A300-600 aircraft the CFRP rudder suffered a damage at the trailing edge further to an impact in the tail dock during a rudder swing test. For damage assessment the lower rudder rib was removed. Other than the impact damage at the trailing edge location, an inner skin to honeycomb core debonding was detected at the lower skin close to the front spar. As part of the repair process, an inspection by tap test identified a damage area on the inner skin of approximately 830 mm by 350 mm starting at the junction between the rudder spar and the lower rib.

	The complete rudder was shipped for laboratory investigation to analyse the origin of the inner skin debonding. The analysis has not established a link between the impact and the debonding of the inner skin. Upon tear down examination, traces of hydraulic fluid were found in the debonded area. An inner skin debonding of the detected size degrades the structural integrity of the rudder. Further tests performed on the rudder showed a rapid propagation of the existing damage during artificial pressure cycling. Analyses revealed reduced inner skin bonding characteristics together with limited contamination by hydraulic fluid. The aim of this AD is to launch an inspection of the fleet as a precautionary measure in order to verify the structural integrity of the rudder. Depending on the severity of the feedbacks received, further action plans may be foreseen.
Effective Date:	31 March 2006
Compliance:	The following measures are mandatory from the effective date of this AD: Within 500 Flight Cycles or 120 days from the effective date of this AD, whichever occurs first, perform inspections of the rudder in accordance with the inspection instructions described in paragraph 4.2.2 of AIRBUS All Operator Telex (AOT) A310-55A2043 or A300-55A6042. Send to AIRBUS the inspection report (even in case of no findings) within ten days from the date of inspection. In case of findings, depending on the dimension of the affected area, perform the corrective actions in accordance with the instructions of paragraph 4.2.4 of AOT A310-55A2043 or A300-55A6042.
Ref. Publications:	AIRBUS All Operator Telex : AOT A310 55A2043 dated March 2, 2006 AOT A300 55A6042 dated March 2, 2006 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 06-052 for consultation on 08 March 2006 with a comment period until 22 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS SAS – EAW (Airworthiness Office, Ph.: + 33 5 61 93 36 96; Fax: + 33 5 61 93 44 51).