

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 3 months after the effective date of this AD, in accordance with the instructions of Airbus Alert Operator Transmission (AOT) A55W002-12, accomplish the following actions: <ol style="list-style-type: none"> (1.1) Identify the Part Number (P/N) and serial number (s/n) of the installed rudder assembly. If the P/N and/or s/n cannot be identified, contact Airbus for identification advice. (1.2) For a rudder assembly having P/N A55471500, accomplish an UT inspection of the rudder side panel along the Z-profile and in the booster area. (2) If, during the inspection as required by paragraph (1.2) of this AD, any disbonding is detected, before next flight, differentiate the disbonding from other possible damage by accomplishing an Elasticity of Laminate Checker Inspection to detect external and internal disbonding, and accomplish a Woodpecker or Tap test inspection to detect external disbonding. If damage is confirmed as disbonding, accomplish corrective actions as required by paragraph (3) or (4) of this AD, depending on the size of the disbonding. If the detected discrepancies are confirmed as other type(s) of damage (e.g. liquid ingress), before next flight, accomplish a repair in accordance with the instructions as provided in the applicable Airbus Structural Repair Manual. (3) For disbonding, equal to or less than 50 mm width, and equal to or less than 150 mm length, before next flight, vent the core in accordance with an approved procedure (which must be requested from Airbus) and, within 10 days after the inspection as required by paragraph (1.2) of this AD, send a detailed damage report to Airbus, request permanent repair instructions and, within 100 flight cycles after the UT inspection as required by paragraph (1.2) of this AD, accomplish those instructions accordingly. (4) For disbonding, exceeding 50 mm width, or exceeding 150 mm length, before next flight, send a detailed damage report to Airbus, request approved instructions for corrective actions and accomplish those instructions accordingly. (5) A rudder which has been inspected on an aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus SB A300-55-6043 Revision 01 or SB A310-55-2044 Revision 01, as applicable to aeroplane model, but which has been removed and re-installed on an aeroplane after this inspection, must be inspected, as required by paragraph (1) of this AD. (6) After the effective date of this AD, for each installation of a P/N A55471500 rudder on an aeroplane, before next flight after installation, inspect the rudder as required by paragraph (1.2) of this AD and, depending on findings, accomplish corrective actions as required by paragraph (3) or (4) of this AD, depending on the size of the disbonding.
<p>Ref. Publications:</p>	<p>Alert Operator Transmission A55W002-12 dated 13 December 2012; Airbus SB A300-55-6043 Revision 01 dated 03 December 2007; Airbus SB A310-55-2044 Revision 01 dated 03 December 2007; The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 14 December 2012 as PAD 12-160 for consultation

	<p>until 11 January 2013. The Comment Response Document can be found at http://ad.easa.europa.eu.</p> <ol style="list-style-type: none">3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 18 41 39, Fax: + 33 5 61 93 44 51)
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