


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0026</p> <p>Date: 28 January 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>		<p>Type/Model designation(s): A300-600, A300-600ST and A310 aeroplanes</p>
<p>TCDS Numbers: France n° 145 and EASA.A.014</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
ATA 55 Stabilizers – Rudder Side Shell Sandwich Repair – Inspection		
<p>Manufacturer(s):</p>		<p>Airbus (Formerly Airbus Industrie)</p>
<p>Applicability:</p>		<p>Airbus A300-600, A300-600ST and A310 aeroplanes, all certified models, all manufacturer serial numbers.</p>
<p>Reason:</p>		<p>A case of skin disbonding was reported on a composite side panel of a rudder installed on an A310 aeroplane.</p> <p>The investigation results revealed that this disbonding started from a skin panel area previously repaired in-service in accordance with the Structural Repair Manual (SRM).</p> <p>The initial damage has been identified as a disbonding between the core and the skin of the repaired area. This damage may not be visually detectable and likely propagates during normal operation due to the variation of pressure during ground-air-ground cycles.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the rudder, possibly resulting in reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time thermography inspection of each repaired rudder or rudder whose maintenance records are incomplete and, depending on findings, accomplishment of applicable corrective and follow-up actions.</p>
<p>Effective Date:</p>		<p>11 February 2014</p>

<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 4 months after the effective date of this AD, check the maintenance records of the rudder to determine if any composite side shell panel repair has been accomplished since first installation on an aeroplane, e.g. in accordance with an Airbus Repair Approval Sheet, SRM instructions, or any other approved repair solution. (2) If, based on available maintenance record analysis, a repair is identified as affected by an SRM procedure identified in figure A-GBBAA (Sheet 01 and 02) or figure A-GBCAA (Sheet 02) of Airbus Service Bulletin (SB) A310-55-2051 or figure A-GBBAA (Sheet 01, 02 or 03) or figure A-GBCAA (Sheet 02 or sheet 04) of SB A300-55-6050, within 24 months after the effective date of this AD, accomplish a rudder thermography inspection limited to the repaired area(s) in accordance with the instructions of Airbus SB A310-55-2051 or SB A300-55-6050, as applicable. (3) For a rudder where maintenance records are not available or incomplete, within 24 months after the effective date of this AD, accomplish a thermography inspection on complete side shells to identify and mark the repair location(s) in accordance with instructions of Airbus SB A310-55-2051 or SB A300-55-6050, as applicable. Not later than 3 months before accomplishment of the thermography inspection as required by this paragraph, report the undocumented rudder by serial number (s/n) to Airbus to obtain related rudder manufacturing reworked data. (4) After the inspection as required by paragraph (2) or (3) of this AD, as applicable, depending on findings, within the compliance times and intervals defined in Tables 3, 4A, 4B, 4C, 4D and 5 of Airbus SB A310-55-2051 or SB A300-55-6050, as applicable, accomplish supplemental inspections and, depending on findings, corrective actions, in accordance with the instructions of Airbus SB A310-55-2051 or SB A300-55-6050, or Airbus approved specific instructions, as applicable. (5) Aeroplanes fitted with a rudder having a s/n which is not in the range HF-1005 to HF-1323 inclusive, HF-1325, HF-1327, HF-1329, HF-1331, HF-1332, HF-1340, TS-1324, TS-1326, TS-1328, TS-1330, TS-1333 to TS-1339 inclusive, TS-1341 to TS-1420 inclusive or TS-2001 to TS-2197 inclusive, are not affected by the requirements of paragraphs (2), (3) and (4) of this AD, provided that it is determined that no repairs, in accordance with SRM procedures as identified in paragraph (2) of this AD, have been accomplished on the composite side shell panel of that rudder since first installation on an aeroplane. (6) From the effective date of this AD, in case of rudder replacement, it is allowed to install a rudder on an aeroplane, provided that, prior to installation, it is determined that the rudder is compliant with the requirements of paragraphs (2), (3), (4) and (5) of this AD. (7) From the effective date of this AD, do not accomplish a composite side shell panel repair on any rudder using an SRM procedure as identified in figure A-GBBAA (Sheet 01 and 02) or figure A-GBCAA (Sheet 02) of Airbus SB A310-55-2051 or figure A-GBBAA (Sheet 01, 02 or 03) or figure A-GBCAA (Sheet 02 or sheet 04) of SB A300-55-6050, as applicable.
<p>Ref. Publications:</p>	<p>Airbus SB A310-55-2051 initial issue dated 11 September 2012. Airbus SB A300-55-6050 initial issue dated 11 September 2012. 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 03 April 2013 as PAD 13-051 for consultation until 01

	<p>May 2013 and re-published on 26 August 2013 as PAD 13-051R1 for additional consultation until 09 September 2013. The Comment Response Document can be found at http://ad.easa.europa.eu.</p> <ol style="list-style-type: none"><li data-bbox="496 264 1398 322">3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.<li data-bbox="496 340 1453 465">4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office), Telephone: + 33 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451, or E-mail: continued.airworthiness-wb.external@airbus.com.
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