


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 07 - 218</p> <p>Date: 28 November 2007</p>
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	A330 aircraft and A340-200/-300 series
TCDS Number: EASA A.004, EASA A.015	
Foreign AD: Not applicable	
Supersedure: None	
ATA 55	Stabilizers - Carbon Fiber Reinforced Plastic (CFRP) Rudder - Inspection / Repair
Manufacturer:	AIRBUS (formerly AIRBUS INDUSTRIE).
Applicability:	<p>AIRBUS aircraft A330-300, A340-200 and A340-300 series, all certified models, all serial numbers, on which CFRP rudder part number (PN) A55471500 series is fitted,</p> <p>and</p> <p>any rudder PN A55471500 series held as a spare.</p> <p>Note 1: CFRP rudder PN A55471500 series correspond to the pre-modification n° 40904 configuration.</p> <p>Note 2: CFRP rudder PN A55471500 has been fitted on A340-200/-300 production aircraft MSN 0001, 0002, 0003, 0004, 0005, 0006, 0007, 0008, 0009, 0011, 0013, 0014, 0015, 0016, 0018, 0019, 0020, 0021, 0022, 0023, 0024, 0025, 0026, 0027, 0028, 0029, 0031, 0032, 0033, 0034, 0035, 0038, 0041, 0043, 0044.</p> <p>Note 3: CFRP rudder PN A55471500 has been fitted on A330-300 production aircraft MSN 0012, 0017, 0030, 0037, 0045, 0050.</p>

Reason:	<p>Based on some recent in-service findings for fluid ingress and/or inner skin disbond damage on rudders which could result in reduced structural integrity of the rudder, AIRBUS decided to introduce some further structural inspections to specific rudder areas ;</p> <ul style="list-style-type: none"> - a special detailed one time structural inspection to specific rudder areas to ensure earlier detection of damage at the inspected areas, - a repetitive specific ultrasonic inspection along the complete rudder panel front and bottom edges (complete z-profile area along the spar and the bottom rib) to detect any damage in this area. <p>The aim of this Airworthiness Directive (AD) is to render mandatory this additional inspection program in order to maintain the structural integrity of the rudder.</p>
Effective Date:	Proposed: 14 days after final AD issue date.
Compliance:	<p>Required as indicated:</p> <p><u>1. Structural Inspection at rudder hoisting points and trailing edge screw areas:</u></p> <p>1.1 Unless accomplished previously,</p> <p>within 500 Flight Cycles (FC) or 6 months from the effective date of this AD, whichever occurs first, perform a special detailed one-time inspection in the areas of rudder hoisting points and trailing edge screw, in accordance with the instructions given in AIRBUS Service Bulletin (SB) A330-55-3037 or SB A340-55-4033.</p> <p>1.2 If no damage is found, within 10 days after the inspection, report to AIRBUS using Appendix 1 of SB A330-55-3037 or SB A340-55-4033.</p> <p>1.3 In case of findings, report to AIRBUS using Appendix 1 of SB A330-55-3037 or SB A340-55-4033, to get further instructions for repair. Accomplish the repair within the timescale(s) indicated in Flow Chart 1, and in accordance with the instructions given in SB A330-55-3037 or SB A340-55-4033.</p> <p><u>2. Structural inspection along the rudder Z-profile:</u></p> <p>2.1 Within 500 FC or 6 months from the effective date of this AD, whichever occurs first, and thereafter at intervals not exceeding 5 000 FC, perform a special detailed inspection along the rudder Z-profile in accordance with the instructions given in SB A330-55-3038 or SB A340-55-4034. For temporary repair along the rudder Z-profile refer to paragraph 3.C (1) of SB A330-55-3038 or SB A340-55-4034.</p> <p>2.2 If no damage is found, within 10 days after each inspection, report to AIRBUS using Appendix 1 of SB A330-55-3038 or SB A340-55-4034.</p> <p>2.3 In case of findings during any inspection as required by paragraph 2.1 of this directive, check the findings and apply associated corrective actions within the timescale(s) indicated in Flow Chart 1, and in accordance with instructions given in SB A330-55-3038 or SB A340-55-4034. Within 10 days after the inspection / repair, submit a report to AIRBUS using Appendix 1 of SB A330-55-3038 or SB A340-55-4034.</p> <p><u>3. Installation of spare rudder PN A55471500 series as a replacement:</u></p> <p>After 6 months from the effective date of this AD, no person shall install a PN A55471500 series rudder on an aircraft as a replacement part, unless it has been inspected and, as necessary, repaired in accordance with the instructions of SB A330-55-3037 or SB A340-55-4033, and SB A330-55-3038 or SB A340-55-4034.</p>

Ref. Publications:	<p>AIRBUS Service Bulletin A330-55-3037 original issue;</p> <p>AIRBUS Service Bulletin A340-55-4033 original issue;</p> <p>AIRBUS Service Bulletin A330-55-3038 original issue;</p> <p>AIRBUS Service Bulletin A340-55-4034 original issue.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 12 December 2007. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point - Certification 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 – Airworthiness Office – EAL E- mail: airworthiness.A330-A340@airbus.com .