

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0033</p> <p>Date: 04 February 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>	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes
TCDS Number:	EASA.A.04, EASA.A.15
Foreign AD:	Not applicable
Supersedure:	None
ATA 55	Stabilizers – Rudder Side Shell Sandwich Repair – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all Manufacturer Serial Numbers (MSN).</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.</p>
Reason:	<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 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>Composite rudder side shell panels are also installed on A330 and A340 aeroplanes, which may have been repaired in-service using a similar method.</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 a repaired rudder or a rudder whose maintenance records are incomplete and, depending on findings, accomplishment of applicable</p>

	corrective and follow-up actions.
Effective Date:	18 February 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 24 months after the effective date of this AD, check the available maintenance records of the rudder to determine if any composite side shell panel repair has been accomplished on the rudder 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 in accordance with figure A-GBBAA (Sheet 01 and 02) or figure A-GBCAA (Sheet 02) of Airbus Service Bulletin (SB) A330-55-3043, Airbus SB A340-55-4039 or Airbus SB A340-55-5007, as applicable, within 24 months after the effective date of this AD, accomplish a thermography inspection limited to the repaired area(s) in accordance with the instructions of Airbus SB A330-55-3043, SB A340-55-4039 or SB A340-55-5007, 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(s) in accordance with the instructions of Airbus SB A330-55-3043, SB A340-55-4039 or SB A340-55-5007, 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 A330-55-3043, SB A340-55-4039 or SB A340-55-5007, as applicable, accomplish supplemental inspections and / or applicable corrective actions and terminating actions in accordance with the instructions of Airbus SB A330-55-3043, SB A340-55-4039 or SB A340-55-5007, as applicable, or in accordance with Airbus approved specific instructions, as applicable. (5) Aeroplanes fitted with a rudder having s/n which is not in the range s/n TS-1001 to TS-1043 inclusive, s/n TS-2001 to TS-2074 inclusive, s/n TS-3000 to TS-3525 inclusive, s/n TS-4001 to TS-4170 inclusive, s/n TS-6001 to TS-6246 inclusive or s/n TS-5001 to TS-5138 inclusive, are not affected by the requirements of paragraphs (2), (3), (4) of this AD provided that it is determined that no repair, in accordance with SRM procedures as identified in paragraph (2) of this AD, has 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 side shell 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 A330-55-3043, Airbus SB A340-55-4039 or Airbus SB A340-55-5007, as applicable.
Ref. Publications:	<p>Airbus SB A330-55-3043 original issue dated 07 February 2013.</p> <p>Airbus SB A340-55-4039 original issue dated 07 February 2013.</p> <p>Airbus SB A340-55-5007 original issue dated 07 February 2013.</p>

	The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	<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 18 September 2013 as PAD 13-143 for consultation until 16 October 2013. No comments were received during the consultation period.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 – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.