



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-168

Issued: 06 December 2018

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A310, A300-600 and A300-600ST aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.172 and EASA.A.014

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Composite Vertical Tailplane Attachment Fittings – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A310, A300-600, and A300-600ST aeroplanes, all certified models, all manufacturer serial numbers on which Airbus modification 04886 was embodied in production.

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable SB: Airbus Service Bulletin (SB) A310-55-2053, SB A300-55-6052 and SB A300-55-9010, as applicable.

Affected part: Composite Vertical Tailplane (VTP) attachment fittings.

Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.



Applicable maintenance action: All maintenance records since Airbus date of manufacture, corresponding to accomplishment of Aircraft Maintenance Manual (AMM) task 55-36-11 (Vertical Stabilizer Attach Fittings – Inspection/Check), or any of the following AMM tasks, in combination with AMM task 55-36-11:

- Task 55-30-11 - Vertical stabilizer spar box (Removal/Installation),
- Task 05-51-11 - Inspection after hard or overweight landing, or
- Task 05-51-44 - After flight with high lateral loads.

Reason:

AMM Task 55-36-11 provides instructions for visual inspection of composite and metallic VTP attachment fittings and contains detailed information on damage limits. As defined in this AMM task, a composite part delamination is acceptable without further repair. However, as the inspection method included in the AMM does not allow detection of delamination length, this may consequently pass over the allowable limits defined.

This condition, if not detected and corrected, could lead to failure of the VTP attachment fittings, possibly resulting in loss of control of the aeroplane.

Prompted by this potential unsafe condition, Airbus issued the applicable SB to provide non-destructive test instructions which allow detection of delaminated area(s) before exceeding the limits.

For the reasons described above, this AD requires a review of maintenance records and, depending on the result, a one-time detailed inspection (DET) of the affected parts, followed by an ultrasonic (US) inspection, and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 6 months after the effective date of this AD, review all maintenance records to determine whether any applicable maintenance action, as defined in this AD, has been accomplished.
- (2) If, following the review as required by paragraph (1) of this AD, it is determined that the maintenance records are incomplete, or if any applicable maintenance action has been accomplished at least once, within 30 months after the effective date of this AD, accomplish a one-time DET of the affected parts in accordance with the instructions of the applicable SB, concurrently followed by a one-time US inspection of the affected parts in accordance with non-destructive test manual (NTM) task 55-30-01.

Note: For aeroplane on which all maintenance records since aeroplane entry into service are available and AMM task 55-36-11 has never been accomplished, no further action is requested.



Corrective Action(s):

- (3) If, during any inspection as required by paragraph (2) of this AD, discrepancies are detected, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A310-55-2053 original issue dated 31 August 2018.

Airbus SB A300-55-6052 original issue dated 31 August 2018.

Airbus SB A300-55-9010 original issue dated 31 August 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 03 January 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

