


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0302</b></p> <p><b>Date: 19 December 2013</b></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><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A318, A319, A320 and A321 aeroplanes</p>	
TCDS Number:	EASA.A.064	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 55</b>	<b>Stabilizers – Composite Rudder Side Shell Sandwich Repair – Inspection</b>	
Manufacturer(s):	Airbus (Formerly Airbus Industrie)	
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.	
Reason:	<p>A case of skin disbonding was reported on a composite side shell panel of a rudder installed on an A310 aeroplane. Investigation results revealed that this disbonding had started from a skin panel area, previously repaired in-service, in accordance with Structural Repair Manual (SRM) instructions. The initial damage was identified as a disbonding between the core and the skin of the repaired area. This damage was not visually detectable and likely propagated 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 A320 family 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>To address this potential unsafe condition, Airbus issued Service Bulletin (SB) A320-55-1041 to provide instructions to inspect and correct any affected composite rudder side shell panels.</p>	

	For the reasons described above, this AD requires a one-time thermography inspection of each rudder that have received a composite rudder side shell panel repair, and, depending on the findings, accomplishment of applicable corrective and follow-up actions.
Effective Date:	02 January 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 24 months after the effective date of this AD, check the maintenance records of each 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.</li> <li>(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) A320-55-1041, within 24 months after the effective date of this AD, accomplish a rudder thermography inspection, <b>limited to the repaired area(s)</b>, in accordance with the instructions of Airbus SB A320-55-1041.</li> <li>(3) For each rudder where maintenance records are not available or incomplete, within 24 months after the effective date of this AD, accomplish a thermography inspection on <b>complete side shells</b> to identify and mark the repair location(s) in accordance with the instructions of Airbus SB A320-55-1041. 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 rework data.</li> <li>(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 A320-55-1041, accomplish supplemental inspections and/or applicable corrective actions and terminating actions in accordance with the instructions of Airbus SB A320-55-1041, or in accordance with Airbus approved specific instructions, as applicable.</li> <li>(5) Aeroplanes fitted with a rudder having a s/n which is <b>not</b> in the range TS-1001 to TS-1639 inclusive, TS-2001 to TS-5890 inclusive, or TS-5927, 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.</li> <li>(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.</li> <li>(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 A320-55-1041.</li> </ol>
Ref. Publications:	<p>Airbus SB A320-55-1041 original issue, date 26 November 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> </ol>

	<ol style="list-style-type: none"><li data-bbox="512 152 1461 241">2. This AD was posted on 02 September 2013 as PAD 13-133 for consultation until 30 September 2013. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li><li data-bbox="512 264 1414 320">3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li data-bbox="512 342 1422 432">4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS-Airworthiness Office-EIAS, Fax +33 5 61 93 44 51, E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li></ol>
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