


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-160</p> <p>Date: 14 December 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A300-600 and A310 aeroplanes</p>
<p>TCDS Number: France n° 145</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 55	Stabilizers – Rudder Side Panel Along the Z-Profile – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300-600 and A310 aeroplanes, all models, all Manufacturer Serial Numbers, except aeroplanes on which mod 08827 has been embodied in production.
Reason:	<p>One A310 operator found substantial inner skin disbonding damage on a rudder that was previously inspected in accordance with the instructions of Airbus Service Bulletin (SB) A310-55-2044. The results of the subsequent investigation revealed that the most probable cause of this damage was a blunt impact with no visible damage from outside during the rudder handling. Damage like this might grow with pressure variation during ground-air-ground cycles, and tests performed with other rudders showed a rapid propagation of damage during artificial pressure cycling.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the rudder.</p> <p>To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A55W002-12, pending Aircraft Maintenance Manual (AMM) 27-21-41 PB401 revision to update rudder handling procedures.</p> <p>For the reasons described above, this AD requires ultrasonic test (UT) inspections of the affected rudders to detect signs of disbonding and, depending on findings, accomplishment of applicable corrective action(s).</p>
Effective Date:	[TBD: 14 days after Final AD issue date]

<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 3 months after the effective date of this AD, in accordance with the instructions of Airbus SB A300-55-6043 Revision 01 or A310-55-2044 Revision 01, as applicable to aeroplane model, accomplish the following actions: <ol style="list-style-type: none"> (1.1) Identify the Part Number (P/N) and serial number (s/n) of the installed rudder assembly. If the P/N and/or s/n cannot be identified, contact Airbus for identification advice. (1.2) For a rudder assembly having P/N A55471500, accomplish an UT inspection of the rudder side panel along the Z-profile. (2) If, during the inspection as required by paragraph (1.2) of this AD, any disbonding is detected, before next flight, differentiate the disbonding from other possible damage by accomplishing an Elasticity of Laminate Checker inspection to detect external and internal disbonding, or by accomplishing a Woodpecker or Tap test inspection to detect external disbonding. If damage is confirmed as disbonding, accomplish corrective actions as required by paragraph (3) or (4) of this AD, depending on the size of the disbonding. If the detected discrepancies are confirmed as other type(s) of damage (e.g. liquid ingress), before next flight, accomplish a repair in accordance with the instructions as provided in the applicable Airbus Structural Repair Manual. (3) For disbonding, equal to or less than 50 mm width, and equal to or less than 150 mm length, before next flight, vent the core in accordance with an approved procedure (which must be requested from Airbus) and, within 10 days after the inspection as required by paragraph (1.2) of this AD, send a detailed damage report to Airbus, request permanent repair instructions and, within 100 flight cycles after the UT inspection as required by paragraph (1.2) of this AD, accomplish those instructions accordingly. (4) For disbonding, exceeding 50 mm width, or exceeding 150 mm length, before next flight, send a detailed damage report to Airbus, request approved instructions for corrective action and accomplish those instructions accordingly. (5) A rudder which has been inspected on aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus SB A300-55-6043 Revision 01 or SB A310-55-2044 Revision 01, as applicable to aeroplane model, but which has been removed and re-installed on an aeroplane after this inspection, must be inspected, as required by paragraph (1) of this AD. (6) After the effective date of this AD, for each installation of a P/N A55471500 rudder on an aeroplane, before next flight after installation, inspect the rudder as required by paragraph (1.2) of this AD and, depending on findings, accomplish corrective action(s) as required by paragraph (3) or (4) of this AD, depending on the size of the disbonding .
<p>Ref. Publications:</p>	<p>Alert Operator transmission A55W002-12 dated 13 December 2012 Airbus SB A300-55-6043 Revision 01 dated 03 December 2007 Airbus SB A310-55-2044 Revision 01 dated 03 December 2007 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. This Proposed AD will be closed for consultation on 11 January 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

	<p>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 18 41 39, Fax: + 33 5 61 93 44 51)</p>
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