


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-051</p> <p>Date: 03 April 2013</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, A300-600ST 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 Shell Sandwich Repair – Inspection
Manufacturer(s):	Airbus (Formerly Airbus Industries)
Applicability:	Airbus A300-600, A300-600ST and A310 aeroplanes, all certified models, all manufacturer serial numbers.
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 than this disbonding started from a skin panel area previously repaired in-service in accordance with the Structural Repair Manuel (SRM).</p> <p>The initial damage has been identified as a disbonding between the core and the 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>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 each repaired rudder and, depending on findings, accomplishment of applicable corrective and follow-up actions.</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 4 months after the effective date of this AD, check the available maintenance records to determine if repairs have been performed on each rudder since first installation on the aeroplane, e.g. in accordance with an Airbus Repair Approval Sheet, the SRM or any other approved repair. (2) If, maintenance records are not available or are incomplete, at least 3 months before the planned thermography inspection as required by paragraph (3) of this AD, report each undocumented rudder by serial number to Airbus in order to obtain related rudder manufacturing reworked data. (3) If, maintenance records are not available or incomplete, or if a repair, based on maintenance record analysis, is identified as affected in accordance with figure A-GBBAA of Airbus Service Bulletin (SB) A310-55-2051 or figure A-GBBAA of SB A300-55-6050, as applicable, 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 A310-55-2051 or SB A300-55-6050, as applicable. (4) After the inspection as required by paragraph (3) of this AD, depending on findings, within the compliance times and intervals defined in Tables 3, 4A, 4B, 4C, 4D and 5 of Airbus SB A310-55-2051 or SB A300-55-6050, as applicable, accomplish supplemental inspections and / or corrective actions and terminating actions in accordance with the instructions of the SB A310-55-2051 or SB A300-55-6050, as applicable. (5) From the effective date of this AD, do not install on an aeroplane a rudder that is known to have been repaired, unless the rudder is inspected and, depending on findings, corrected as required by this AD.
<p>Ref. Publications:</p>	<p>Airbus SB A310-55-2051 initial issue dated 11 September 2012.</p> <p>Airbus SB A300-55-6050 initial issue dated 11 September 2012.</p> <p>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 01 May 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS SAS – EAW (Airworthiness Office), Telephone: + 33 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451.