

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-133</p> <p>Date: 02 September 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>A318, A319, A320 and A321 aeroplanes</p>
<p>TCDS Number: EASA.A.064</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 55	Stabilizers – Rudder Side Shell Sandwich Repair – Inspection
<p>Manufacturer(s): Airbus (Formerly Airbus Industrie)</p>	
<p>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, A320-111, 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.</p>	
Reason:	<p>A case of skin disbonding was reported on a composite side 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> <p>For the reasons describe above, this AD requires a one-time thermography inspection of each repaired rudder, and, depending on the findings, accomplishment of applicable corrective and follow-up actions.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	<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 maintenance records to determine if repairs have been accomplished on each 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, a repair, based on available maintenance record analysis, is identified as affected in accordance with figure A-GBBAA or figure A-GBCAA of Airbus Service Bulletin (SB) A320-55-1041, within 24 months after the effective date of this AD, accomplish rudder thermography inspection, limited to the repaired location(s), to precise the repair location(s) and mark each repair in accordance with the instructions of Airbus SB A320-55-1041. (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 complete side shells to identify and mark the repair(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 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 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. (5) Aeroplanes fitted with a rudder having a serial number which is not 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 this AD, provided that no repairs have been accomplished on that rudder since first installation on an aeroplane. (6) From the effective date of this AD, in case of rudder replacement, do not install on an aeroplane a rudder that is known to have been repaired or whose maintenance records are incomplete, unless the rudder has been inspected and, depending on findings, corrected, as required by this AD. (7) From the effective date of this AD, do not accomplish a side shell repair on any rudder using an SRM procedure defined by Airbus as being 'inactive'. In case no active SRM procedures are available, contact Airbus for approved repair instructions and accomplish those instructions accordingly.
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"> 1. This Proposed AD will be closed for consultation on 30 September 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-Airworthiness Office-EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.