


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 13-143</p> <p>Date: 18 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>A330 and A340 aeroplanes</p>
TCDS Number:	EASA.A.04, EASA.A.15
Foreign AD:	Not applicable
Supersedure:	None
ATA 55	Stabilizers – Rudder side shell sandwich repair – Inspection
Manufacturer(s):	Airbus (Formerly Airbus Industries)
Applicability:	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all Manufacturer Serial Numbers (MSN).</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.</p>
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 that this disbonding started from a skin panel area previously repaired in-service in accordance with the Structural Repair Manual (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 or rudder whose maintenance records are incomplete and, depending on findings, accomplishment of applicable</p>

	corrective and follow-up actions.
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 available maintenance records to determine if repairs have been performed on each rudder since first installation on an aeroplane, e.g. in accordance with an Airbus Repair Approval Sheet, the SRM 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) A330-55-3043, Airbus SB A340-55-4039 or Airbus SB A340-55-5007, as applicable, within 24 months after the effective date of this AD, accomplish a 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 A330-55-3043, SB A340-55-4039 or SB A340-55-5007, as applicable. (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 A330-55-3043, SB A340-55-4039 or SB A340-55-5007, as applicable. 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) and (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 A330-55-3043, SB A340-55-4039 or SB A340-55-5007, as applicable, accomplish supplemental inspections and / or applicable corrective actions and terminating actions in accordance with the instructions of the SB A330-55-3043, SB A340-55-4039 or SB A340-55-5007, as applicable. (5) Aeroplanes fitted with a rudder having s/n which is not in the range s/n TS-1001 to TS-1043 inclusive, s/n TS-2001 to TS-2074 inclusive, s/n TS-3000 to TS-3525 inclusive, s/n TS-4001 to TS-4170 inclusive, s/n TS-6001 to TS-6246 inclusive or s/n TS-5001 to TS-5138 inclusive are not affected by this AD providing that no repairs have been accomplished on that rudder since their 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 inspected and, depending on findings, corrected as required by this AD. (7) From the effective date, 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 A330-55-3043 original issue dated 07 February 2013.</p> <p>Airbus SB A340-55-4039 original issue dated 07 February 2013.</p> <p>Airbus SB A340-55-5007 original issue dated 07 February 2013.</p> <p>The use of later approved revisions of these documents 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 16 October 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 – EIAL; E-mail: airworthiness.A330-A340@airbus.com.
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