Airworthiness Directive

AD No.: 2018-0244

Issued: 13 November 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A350 aeroplanes

Effective Date: 27 November 2018
TCDS Number(s): EASA.A.151
Foreign AD: Not applicable
Supersedure: None

ATA 27 – Flight Controls – Flap / Slat Torque Shafts – Inspection / Replacement

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 aeroplanes, manufacturer serial numbers as identified in the SB.

Definitions:
For the purpose of this AD, the following definitions apply:

The SB: Airbus Service Bulletin (SB) A350-27-P022 original issue dated 06 June 2018.

Affected junction: Junctions of the Flap Torque-Shaft 2, the Slat Torque-Shaft 2 and the Slat Torque-Shaft 4 of the right hand and left hand wing.

Reason:
During inspection on an aeroplane in final assembly line, un-torqued nuts on slat and flap shaft junctions have been reported.

This condition, if not detected and corrected, in case of two or more nuts missing or incorrectly torqued on a shaft junction and concurrent failure of a different shaft, could lead to uncommanded slat or flap movement, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus published the SB to provide applicable instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of each affected junction, and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

(1) Within 3 months after the effective date of this AD, accomplish a DET of each affected junction in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, any discrepancy is detected on an affected junction, accomplish the applicable corrective action(s) in accordance with the instructions of, and within the compliance time as defined in, the SB.

Ref. Publications:

Airbus Service Bulletin A350-27-P022 original issue dated 06 June 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 01 October 2018 as PAD 18-133 for consultation until 29 October 2018. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: continued-airworthiness.a350@airbus.com.