



## Airworthiness Directive

**AD No.:** 2021-0130R1

**Issued:** 10 June 2021

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:** Revision 1: 17 June 2021  
Original issue: 03 June 2021

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2021-0130 dated 20 May 2021.

## ATA 27 – Flight Controls – Slat Geared Rotary Actuators – Drainage / Cleaning

### Manufacturer(s):

Airbus

### Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A350-27-P054.

**Affected part:** Slat geared rotary actuators (SGRA), having Part Number 4775A0000-02, for installation on slat 5 track 12, Functional Item Number (FIN) 5045CW and FIN 5145CW, left-hand and right-hand sides, respectively.

**Serviceable part:** An affected part that is new (not previously installed); or an affected part that, prior to installation, or before next flight after installation, as applicable, has been drained and cleaned in accordance with the instructions of the SB.

**Aeroplane date of manufacture:** The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.



**Reason:**

From early 2019, an increasing number of slat transmission jam occurrences have been reported, caused by a frozen SGRA at slat 5 track 12. Further investigation results revealed that these SGRA jams occur when water, accumulated within the SGRA, freezes due to low temperature during cruise and insufficient water drainage.

This condition, if not detected and corrected, could lead to a slat system jamming, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide inspection and cleaning instructions of the affected parts.

For the reason described above, EASA issued AD 2021-0130 to require repetitive water drainage and plug cleaning of the affected parts.

Prompted by operator feedback, this AD is revised to amend the 'serviceable part' definition.

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

Required as indicated, unless accomplished previously:

**Drainage / Cleaning:**

- (1) Within the compliance time as defined in Table 1 of this AD and, thereafter, at intervals not to exceed 500 FC or 6 months, whichever occurs first, accomplish water drainage and plug cleaning of the affected parts in accordance with the instructions of the SB.

Table 1 – Initial Drainage / Cleaning

Compliance Time (A or B, whichever occurs later)	
<b>A</b>	Within 500 flight cycles (FC) or 6 months, whichever occurs first after 03 June 2021 [the effective date of the original issue of this AD]
<b>B</b>	Within 500 FC or 6 months, whichever occurs first after the aeroplane date of manufacture

**Terminating Action:**

- (2) None.

**Parts Installation:**

- (3) From 03 June 2021 [the effective date of the original issue of this AD], it is allowed to install on any aeroplane an affected part, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

Airbus SB A350-27-P054 original issue dated 30 March 2021.

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. The original issue of this AD was posted on 29 April 2021 as PAD 21-061 for consultation until 13 May 2021. 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](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS A350 XWB, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

