



Airworthiness Directive

AD No.: 2025-0117

Issued: 19 May 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A350 aeroplanes

Effective Date: 30 May 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0109 dated 16 May 2025.

ATA 53 – Fuselage – Bracket Supporting Flap Shaft Catcher – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-1041 aeroplanes, manufacturer serial numbers (MSN) 00065, 00071, 00088, 00102, 00110, 00118, 00125, 00141, 00161, 00169, 00188, 00206, 00215, 00225, 00229, 00233, 00241, 00252, 00258, 00262, 00266, 00274, 00286, 00290, 00296, 00298, 00306, 00315, 00319, 00326, 00330, 00332, 00336, 00340, 00342, 00346, 00350, 00356, 00362, 00368, 00372, 00374, 00380, 00382, 00386, 00388, 00399, 00402, 00409, 00415, 00420, 00424, 00426, 00430, 00432, 00434, 00438, 00440, 00444, 00446, 00473, 00482, 00490, 00492, 00495, 00503, 00507, 00509, 00533, 00539, 00547, 00560, 00563, 00584, 00600, 00605, 00609, 00610, 00617, 00623, 00628, 00635, 00639, 00647, 00652, 00655, 00662, 00670, 00676, 00683, 00691, 00702 and 00710.

Definitions:

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

Affected parts: Left-hand and right-hand sides brackets, identified as “ATA53 Brackets” in the AOT, having respectively Part Number (P/N) V5393528020000 and P/N V5393528020100.

The AOT: Airbus Alert Operators Transmission (AOT) A53P018-25.



Reason:

During an inspection on the A350-1000 final assembly line, a misalignment between flap shaft F02 and the catcher was reported. The root cause is an incorrect installation of the bracket supporting the catcher, which was mounted 180 degrees inverted, causing the shaft and catcher to be misaligned. This could lead to premature wear and possible rupture, under specific loads, of the flap shaft.

This condition, if not detected and corrected, could ultimately lead to a flap surface detachment, resulting in reduced control of the aeroplane and potential parts detached from aeroplane (PDA), which could damage the aircraft.

To address this potential unsafe condition, Airbus issued the AOT, providing inspection instructions, and EASA issued AD 2025-0109, requiring a one-time detailed inspection (DET) of affected parts and, depending on findings, corrective action(s).

Since that AD was issued, errors have been detected in its applicability (MSN 00036 listed, in lieu of MSN 00336). For the reason described above, this AD retains the requirements of EASA AD 2025-0109, which is superseded, but only amending its applicability.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

One-time Inspection:

- (1) Within 4 months after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the AOT.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that an affected part (LH and/or RH side) is incorrectly installed (i.e. flange of the affected part oriented in forward direction), before next flight, replace the ATA27 Shaft F02 and the ATA27 Catcher (LH and/or RH, as applicable) with new parts, and accomplish all the detailed and rototest inspections in accordance with the applicable AOT.
- (3) If during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, as defined in the AOT, before next flight, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Alternative Method:

- (4) Inspection of each affected part of an aeroplane in accordance with the instructions of A350 Maintenance Procedure task A350-A-27-54-XX-00002-310A-A, is an acceptable method to comply with the inspection as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus AOT A53P018-25 original issue dated 24 March 2025.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 16 June 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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](#). 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 (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

