



## Airworthiness Directive

**AD No.:** 2018-0037

**Issued:** 07 February 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A350 aeroplanes

**Effective Date:** 21 February 2018

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 53, 55 – Fuselage / Stabilizers – Trimmable Horizontal Stabilizer Fittings and Bearing Assembly Attachment Interface – Inspection

#### Manufacturer(s):

Airbus

#### Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers.

#### Definitions:

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

**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.

**The SB:** Airbus Service Bulletin (SB) A350-53-P032.

#### Reason:

During in-service lubrication of the Trimmable Horizontal Stabilizer (THS) upper and lower frame attachment bearings at Frame (FR) 102, on some aeroplanes, evidence was found of left-hand (LH) and right-hand (RH) side attachment fitting bearing assembly rotation. Rotation itself is not detrimental in terms of structural strength capabilities and functionality. However, the rotation of the bearing assembly caused the breaking of the sealant bead. In case of damaged sealant, water ingress may occur, thereby creating the risk of corrosion in the aluminium corner fitting.



This condition, if not detected and corrected, could lead to loss of the attachment of THS to the fuselage, possibly resulting in loss of control of the aeroplane and might injure persons on the ground.

To address this unsafe condition, Airbus developed an inspection programme based on repetitive detailed inspections (DET) to ensure that any visible damage and corrosion in the area around the THS lower corner fittings, bushing and bearing interface at FR102, LH and RH sides, are detected in time and repaired appropriately.

For the reasons described above, this AD requires implementation of this inspection programme, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

##### **Repetitive Inspections:**

- (1) Before exceeding 36 months since the aeroplane date of manufacture, or within 3 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 36 months, accomplish a DET of the fillet sealant in the lower and upper corner fittings and bearing assembly attachment interface at FR102, LH and RH sides, in accordance with the instructions of the SB.
- (2) If, during any DET as required by paragraph (1) of this AD, any damage is found, before next flight, accomplish a DET of accessible area all around at lower and upper corner fittings, bushing and bearing interface at FR102, LH and/or RH sides, as applicable, in accordance with the instructions of the SB.

##### **Corrective Action(s):**

- (3) If, during any DET as required by paragraph (2) of this AD, corrosion is found, before next flight, contact Airbus for approved repair instructions and, within the compliance time(s) specified in those instructions, accomplish those instructions accordingly.

##### **Terminating Action:**

- (4) Repair of an aeroplane as required by paragraph (3) of this AD does not constitute terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane, unless specified otherwise in the instructions provided by Airbus.

#### **Ref. Publications:**

Airbus SB A350-53-P032 original issue, dated 22 December 2017.

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 17 January 2018 as PAD 18-006 for consultation until 31 January 2018. No comments were received during the consultation period.
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. For any question concerning the technical content of the requirements in this AD, please contact: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

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