



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-133

Issued: 01 October 2018

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

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

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. This Proposed AD will be closed for consultation on 29 October 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: continued-airworthiness.a350@airbus.com.

