



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-186

Issued: 21 December 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 – Slat Geared Rotary Actuators – Replacement

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-P026.

The applicable Liebherr SB: Liebherr Aerospace Lindenberg GmbH (Liebherr) SB 4774A-27-01 and SB 4775A-27-01, as applicable.

Affected part: Slat geared rotary actuators (SGRA), having Part Number (P/N) 4774A0000-02 or P/N 4775A0000-02 and a serial number (s/n) as listed in Table 1 of the applicable Liebherr SB, except those that have passed an inspection, or have been repaired, as applicable, in accordance with the instructions of the applicable Liebherr SB.



Serviceable part: An SGRA that is not an affected part.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

Cracks have been found within the ring gears of an SGRA. Investigation identified that this is due to a change in the manufacturing process of the 300M steel raw material, that did not have adequate post-production non destructive testing for potential cracks. A batch of SGRA has been identified as having been subject to this manufacturing process.

This condition, if not detected and corrected, could, in combination with an independent failure on the second SGRA of the same slat surface, lead to detachment of the slat surface, possibly resulting in reduced control of the aeroplane and/or injury to persons on the ground.

To address this potential unsafe condition, Airbus issued the SB to provide instructions to replace the affected parts, referencing the applicable Liebherr SB for in-shop correction.

For the reason described above, this AD requires replacement of each affected part with a serviceable part.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Within 15 000 flight hours after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

- (2) Do not install on any aeroplane an affected part, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After replacement of all affected parts on the aeroplane, as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus SB A350-27-P026 original issue dated 15 November 2018.

Liebherr SB 4774A-27-01 original issue dated 26 October 2018.

Liebherr SB 4775A-27-01 original issue dated 26 October 2018.

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



Remarks:

1. This Proposed AD will be closed for consultation on 18 January 2019.
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.

