



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-063

Issued: 17 April 2020

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 Drive Struts and Lever Bearing Assemblies – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus 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-P043.

Affected parts: Drive strut and lever bearing assembly (LBA) installed at flap station 3, on right-hand and left-hand sides, as indicated in the SB.

Reason:

During structural full-scale fatigue test and flight test campaigns on the A350-1000 aeroplane, wear was found on the drive strut anti-rotation knuckles and LBA bushes, at flap station 3.



This condition, if not detected and corrected, could lead to combined wear and corrosion damage in the primary structure, possibly resulting in outer flap in-flight detachment, with consequent damage to, and reduced control of, the aeroplane.

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

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Repetitive Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 500 flight cycles (FC), accomplish a DET of the affected parts in accordance with the instructions of the SB.

Table 1 – Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 500 FC since aeroplane first flight
B	Within 250 FC after the effective date of this AD

Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, any deficiency (as defined in the SB) is found, before exceeding the applicable thresholds as defined in the SB, accomplish the applicable corrective action(s), and, thereafter, depending on findings, accomplish any applicable follow-on action(s) in accordance with the instructions of the SB.

Terminating Action:

- (3) None.

Reporting:

- (4) Within 90 days after each DET as required by paragraph (1) of this AD, report the inspection results, including no findings, to Airbus. Using the inspection report in accordance with the instructions of the SB is acceptable to comply with this requirement.

Ref. Publications:

Airbus SB A350-27-P043 original issue dated 21 February 2020.

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 01 May 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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: AIRBUS A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

