



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-040R1

Issued: 13 June 2023

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 S.A.S.

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 57 – Wings – Inboard Flap Trunnion – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, manufacturer serial numbers (MSN) 0005 through 0046 inclusive, except MSN 0025 and MSN 0033.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-57-P077.

Affected parts: Trunnion arms at the inboard flap assemblies, having Configured Spare Components Part Numbers : WQ209AQAAAAA, WR209APAAAAA, WQ209BDAAAAA, WR209BCAAAAA, WQ209ATAAAAAA, WR209AWAAAAA, WQ209AYAAAAA or WR209AYAAAAA.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.



First installation: For an affected part, the aeroplane date of manufacture of the MSN on which that affected part has been installed in production, as recorded in the aircraft production records, or as provided by Airbus.

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

Reason:

An occurrence has been reported of finding cracks on affected parts, made of forging aluminium 7037.

This condition, if not detected and corrected, could affect the structural integrity of the affected parts.

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

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

This PAD is republished to address comments received during its initial consultation, which can be found in the Comment Response Document in the EASA Safety Publication Tool.

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

Required as indicated, unless accomplished previously:

Repetitive Inspection:

- (1) For Group 1 aeroplanes: Before an affected part exceeds 9 years since its first installation, as defined in this AD, and, thereafter, at intervals not to exceed 3 years, accomplish an SDI of that affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during any SDI as required by paragraph (1) of this AD, any crack is detected, before next flight, contact Airbus for approved instructions and, within the compliance time(s) specified in those instructions, accomplish those instructions accordingly.

Part installation:

- (3) For Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Terminating Action:

- (4) Accomplishment of corrective action(s) on an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, as applicable, unless otherwise specified in those instructions.



Ref. Publications:

Airbus SB A350-57-P077 original issue dated 31 January 2023.

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 27 June 2023. This PAD was previously posted on 04 April 2023 as PAD 23-040. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this PAD.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

