

## Airworthiness Directive

**AD No.:** 2023-0132

**Issued:** 03 July 2023

Note: This Airworthiness Directive (AD) 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.

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** 17 July 2023

**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).

**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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 04 April 2023 as PAD 23-040 for consultation until 02 May 2023, and re-posted on 13 June 2023 as PAD 23-040R1 for additional consultation until 27 June 2023. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

