



Airworthiness Directive

AD No.: 2024-0061

Issued: 06 March 2024

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: 20 March 2024

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Flaps – Flap Support Structure – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-1041, manufacturer serial numbers (MSN) 0065, 0071, 0088, 0102, 0110, 0118, 0125, 0141, 0161, 0169, 0188, 0206, 0215, 0225, 0229, 0233, 0241, 0252, 0258, 0262, 0266, 0274, 0286, 0290, 0296, 0298, 0306, 0315, 0319, 0326, 0330, 0332, 0336, 0340, 0342, 0346, 0350, 0356, 0362, 0368, 0372, 0374, 0380, 0382, 0386, 0388, 0399, 0402, 0415, 0420, 0426, 0432 and 0446.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-57-P078.

Affected part: Left-hand and right-hand flap support structures (FSS) 1, 2, 3 and 4.

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.



Reason:

It has been identified that, due to a production quality escape, deficiencies in surface protection might have occurred on several affected parts. These deficiencies can include insufficient edge sealing around bushing installations and missing overpaint of the sealant (missing over-coating with elastic varnish to protect against hydraulic fluids).

Insufficient surface treatment of areas of aluminum parts could result in corrosion initiation at bushing location, and reduced capability for all impacted areas of the affected parts to sustain ultimate load.

This condition, if not detected and corrected, could lead to in-flight detachment of flap assembly, possibly resulting in reduced control of the aeroplane.

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

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

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

One-time Inspection:

- (1) Within 78 months after the aeroplane date of manufacture, for each affected part and at the locations specified in Table 1 of this AD, accomplish a DET for evidence of corrosion in accordance with the instructions of the SB.

Table 1 – FSS One-Time Inspection Locations and Anti-Corrosion Surface Protection Restoration Locations

FSS (LH and RH)	Location
1	1 and 2
2	1
3	1
4	1

Repetitive Inspections:

- (2) Within 78 months after the aeroplane date of manufacture and thereafter at intervals not exceeding 36 months, for each affected part and at the locations specified in Table 2 of this AD, accomplish a DET for evidence of corrosion, in accordance with the instructions of the SB.



Table 2 – FSS Repetitive Inspection Locations

FSS (LH and RH)	Location
1	3, 4 and 5
2	2, 3 and 4
2, Lever 2	1 and 2

Corrective Action(s):

- (3) Depending on inspection results of the DET as required by paragraph (1) of this AD, before next flight, for each affected part and at the locations specified in Table 1 of this AD restore the anti-corrosion surface protection in accordance with the instructions of the SB, as applicable.
- (4) If, during any DET as required by paragraph (1) or (2) of this AD, any deficiency (as defined in the SB) is found, before next flight, contact Airbus for approved instructions and accomplish these instructions accordingly.

Terminating Action:

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

Ref. Publications:

Airbus SB A350-57-P078 original issue dated 15 December 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 05 February 2024 as PAD 24-020 for consultation until 04 March 2024. 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.
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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

