



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-070

**Issued:** 24 April 2025

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 53 – Fuselage – Bracket Supporting Flap Shaft Catcher – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-1041 aeroplanes, manufacturer serial numbers (MSN) 00065, 00071, 00088, 00102, 00110, 00118, 00125, 00141, 00161, 00169, 00188, 00206, 00215, 00225, 00229, 00233, 00241, 00252, 00258, 00262, 00266, 00274, 00286, 00290, 00296, 00298, 00306, 00315, 00319, 00326, 00330, 00332, 00036, 00340, 00342, 00346, 00350, 00356, 00362, 00368, 00372, 00374, 00380, 00382, 00386, 00388, 00399, 00402, 00409, 00415, 00420, 00424, 00426, 00430, 00432, 00434, 00438, 00440, 00444, 00446, 00473, 00482, 00490, 00492, 00495, 00503, 00507, 00509, 00533, 00539, 00547, 00560, 00563, 00584, 00600, 00605, 00609, 00610, 00617, 00623, 00628, 00635, 00639, 00647, 00652, 00655, 00662, 00670, 00676, 00683, 00691, 00702 and 00710.

**Definitions:**

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

**Affected parts:** Left-hand and right-hand sides brackets, identified as "ATA53 Brackets" in the AOT, having respectively Part Number (P/N) V5393528020000 and V5393528020100.

**The AOT:** Airbus Alert Operators Transmission (AOT) A53P018-25.



**Reason:**

During an inspection on the A350-1000 final assembly line, a misalignment between flap shaft F02 and the catcher was reported. The root cause is an incorrect installation of the bracket supporting the catcher, which was mounted 180 degrees inverted, causing the shaft and catcher to be misaligned. This could lead to premature wear and possible rupture, under specific loads, of the flap shaft.

This condition, if not detected and corrected, could ultimately lead to a flap surface detachment, resulting in reduced control of the aeroplane and potential parts detached from aeroplane (PDA) damage to the aircraft.

To address this potential unsafe condition, Airbus issued the AOT, providing inspection instructions.

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

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**One-time Inspection:**

- (1) Within 3 months after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the AOT.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that an affected part (LH and/or RH side) is incorrectly installed (i.e. flange of the affected part oriented in forward direction), before next flight, replace the ATA27 Shaft F02 and the ATA27 Catcher (LH and/or RH, as applicable) with new parts, and accomplish all the detailed and rototest inspections in accordance with the applicable AOT.
- (3) If during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, as defined in the AOT, before next flight, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

**Alternative Method:**

- (4) Inspection of each affected part of an aeroplane in accordance with the instructions of A350 Maintenance Procedure task A350-A-27-54-XX-00002-310A-A, is an acceptable method to comply with the inspection as required by paragraph (1) of this AD for that aeroplane.

**Ref. Publications:**

Airbus AOT A53P018-25 original issue dated 24 March 2025.

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 08 May 2025.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued-airworthiness.a350@airbus.com).

