European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-067

Issued: 27 May 2026

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 27 – Flight Controls – Droop Nose Geared Rotary Actuator Ring – Inspection / Replacement

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN).

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

The SB: Airbus Service Bulletin (SB) A350-27-P077 Revision 02.

The VSB: Liebherr-Aerospace Lindenberg (vendor) Service Bulletin 4776A-27-02 Revision 1.

Affected part: Droop nose geared rotary actuator (GRA), having Part Number (P/N) 4776A0000-03 and serial number (s/n) as listed in the appendix of the VSB, except those which have been already inspected and on which the back-up ring has been replaced in accordance with the instructions of the SB.

Serviceable part: A droop nose GRA eligible for installation in accordance with approved Airbus instructions, which is not an affected part.

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

Reason

During qualification of a new droop nose geared rotary actuator standard, a corrosion was identified on a back-up ring P/N 9062A0001-01. Further investigation determined that the ring was made of an incorrect material.

Corrosion of this back-up ring could lead to loss of the axial shaft coupling retention and compromise the through-drive transmission.

This condition, if not detected and corrected, combined with an independent transmission disconnection, could lead to an uncontrolled movement of either a single or several leading-edge devices, possibly resulting in a reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, which refers to the VSB, to provide instructions for inspection and, depending on findings, corrective action(s) of the affected parts.

For the reasons described above, this AD requires, for each affected part, a one-time general visual inspection (GVI), replacement of the back-up ring, and accomplishment of applicable 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) For Group 1 aeroplanes: For each affected part, before exceeding 12 years since the affected part manufacturing date, as listed in the appendix of the VSB, accomplish a GVI of that affected part in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the GVI as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB or contact Airbus for approved corrective action(s) instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Replacement

(3) Before next flight after accomplishment of the inspection and corrective action on an affected part, as required by paragraphs (1) and (2) of this AD, as applicable, replace the back-up ring in accordance with the instructions of the SB.

Acceptable Method of Compliance:

(4) Replacing an affected part of an aeroplane with a serviceable part is an acceptable method to comply with the requirements of paragraph (1) and (2) of this AD, as applicable, for that affected part of that aeroplane. This can be accomplished in accordance with the instructions of the applicable Aeroplane Maintenance Manual.

Part(s) Installation

(5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (5) of this AD.

Ref. Publications:

Airbus SB A350-27-P077 Revision 02 dated 27 March 2026.

Liebherr-Aerospace Lindenberg VSB 4776A-27-02 Revision 1 dated 19 March 2026.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 24 June 2026.

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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com