



Airworthiness Directive

AD No.: 2023-0132R1

Issued: 20 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: Revision 1: 03 April 2024
Original issue: 17 July 2023

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2023-0132 dated 03 July 2023.

ATA 57 – Wings – Inboard Flap Trunnion – Inspection / Modification

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 ISB: Airbus Inspection Service Bulletin (ISB) A350-57-P077.

The applicable MSB: Airbus Modification Service Bulletin (MSB) A350-57-P089 and Airbus MSB A350-57-P090 as applicable to left hand (RH) and right hand (LH) inboard flap assemblies, respectively.

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 was 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 ISB, as defined in this AD, to provide instructions to inspect the affected parts.

Consequently, EASA issued AD 2023-0132 to require repetitive special detailed inspections (SDI) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, Airbus published the applicable MSB, as defined in this AD, providing instructions for a modification which permanently eliminate the above-described potential unsafe condition.

For the reason described above, this AD is revised to introduce that modification, as an optional terminating action for the repetitive inspections as required by this AD.

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:

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 ISB.

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 17 July 2023 [the effective date of the original issue 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.
- (5) Modification of an aeroplane by replacement of modified RH and LH inboard flaps, as applicable, in accordance with the instructions of applicable MSB, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD, for that aeroplane, provided that, after that modification, no affected part(s) is reinstalled on that aeroplane.

Ref. Publications:

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

Airbus SB A350-57-P089 original issue dated 05 February 2024.

Airbus SB A350-57-P090 original issue dated 05 February 2024.

The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 04 April 2023 as PAD 23-040 for consultation until 02 May 2023, and reposted 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.
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.

