Airworthiness Directive

AD No.: 2020-0163R2

Issued: 10 September 2020

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A350 aeroplanes

Effective Date: Revision 2: 10 September 2020
Revision 1: 14 August 2020
Original issue: 27 July 2020

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0163R1 dated 07 August 2020.

ATA 27 – Flight Controls – Slat Transmission Shafts – Inspection

Manufacturer(s):
Airbus

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

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

The AOT: Airbus Alert Operators Transmission (AOT) A27P015-20.

Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.

Reason:
An occurrence was reported of a slat system jam on an A350 aeroplane during landing phase. Investigation results revealed a double slat transmission shaft disconnection. The sequence of events was attributed to temporary jamming of the left-hand (LH) slat gear rotary actuator (SGRA) at track 12, combined with a malfunction of the slat system control and monitoring loop due to lack

of response from the slat power control unit (PCU) torque sensing unit (TSU), caused by excessive wear in the ball guide mechanism of the slat PCU TSU.

This condition, if not detected and corrected, could lead to a double shaft disconnection / rupture, potentially causing one or more slat surfaces to be no longer connected to either the slat wing tip brake or the slat PCU, possibly resulting in reduced control of the aeroplane.

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

For the reasons described above, EASA issued AD 2020-0163 to require a one-time health check of the slat PCU TSU, a detailed inspection (DET) of the LH and right-hand (RH) slat transmission systems, water drainage and vent plug cleaning of the LH and RH track 12 SGRA and, depending on findings, accomplishment of applicable corrective action(s).

EASA AD 2020-0163 was revised for clarification and correction of paragraph (1) and Condition 1, to make it clear that inspections are only required on aircraft that met at least one of the conditions on 27 July 2020, and to clarify the reporting requirements.

Since EASA AD 2020-0163R1 was issued, an error was detected in paragraph (1). This AD is revised accordingly to reference the correct effective date. This revised AD is still considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspections

(1) If an aeroplane is, on 27 July 2020 [the effective date of the original issue of this AD], in at least one of the conditions listed in Table 1 of this AD, within 60 days after 27 July 2020 [the effective date of the original issue of this AD], accomplish the actions as required by paragraphs (1.1), (1.2) and (1.3) of this AD in accordance with the instructions of the AOT.

(1.1) Health check of the LH and RH slat PCU TSU.

(1.2) DET of LH and RH slat transmission systems.

(1.3) Track 12 SGRA water drainage and vent plug cleaning.

Note 1: The actions defined above do not need to be accomplished concurrently.

Table 1 – Aeroplane Conditions

1	The aeroplane has accumulated 15 000 flight hours (FH) or more since Airbus date of manufacture.
2	Irrespective of FH accumulated since Airbus date of manufacture, the aeroplane is known to have been exposed to confirmed slat system jamming occurrence(s), where an electronic centralized aircraft monitored (ECAM) Warning “F/CTL SLAT SYS 1+2 FAULT” was triggered **and** associated both fault codes 2780F650 **and** 2780F9PH were

	triggered, **or** both fault codes 2780F65Q **and** 2780F9Q7 were triggered (see Note 2 of this AD).

Note 2: A review of aeroplane logbook records is acceptable to determine if the aeroplane has been exposed to any confirmed slat system jamming occurrence, provided those records can be relied upon for that purpose.

Corrective Action(s):

(2) If, during the health check as required by paragraph (1.1) of this AD, any discrepancy is identified and depending on the discrepancy, before exceeding the thresholds specified in the AOT, accomplish the applicable action(s) in accordance with the instructions of the AOT.

(3) If, during the DET as required by paragraph (1.2) of this AD, any discrepancy is detected, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

(4) If, during the water drainage as required by paragraph (1.3) of this AD, presence of water is found in the track 12 GRA, before next flight, accomplish the applicable action(s) in accordance with the instructions of the AOT.

Reporting

(5) Within 30 days after the accomplishment of each action as required by paragraph (1) of this AD, report the results (including no findings) to Airbus.

Ref. Publications:

Airbus AOT A27P015-20 original issue dated 20 July 2020.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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 Office of Airworthiness IIAK, E-mail: continued-airworthiness.a350@airbus.com.