



適航指令發布單

Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2020-07-007	發布日期 Date issued	2020/7/24
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.		
主旨摘要	Flight Controls - Slat Transmission Shafts - Inspection		
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC </div> <div style="width: 50%;"> <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____ </div> </div>		
	設計國 AD 編號 Original AD number	2020-0163	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 27. Ref. Publications: Airbus AOT A27P015-20 original issue dated 20 July 2020.		
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw			



Airworthiness Directive

AD No.: 2020-0163

Issued: 22 July 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: 27 July 2020

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

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, this AD requires 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).

This AD is 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 in at least one of the conditions listed in Table 1 of this AD, within 60 days after the effective date 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	On the effective date of this AD, the aeroplane has accumulated 15 000 flight hours (FH) 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, <u>or</u> 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, 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 inspections 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.

