

Airworthiness Directive

AD No.: 2020-0169R1

Issued: 19 August 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 1: 26 August 2020
Original issue: 10 August 2020

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0169 dated 27 July 2020.

ATA 36 – Pneumatic – Bleed Gimbals at Wing to Pylon Interfaces – Modification

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:

Affected part: Bleed duct assemblies, having Part Number (P/N) V3616500000400 or P/N V3616510600400; and bleed gimbals at the wing/pylon interface, having P/N ABS0736E9696S and manufactured before week 51, year 2016, on left-hand (LH) and right-hand (RH) sides.

Serviceable part: Any bleed duct assembly or bleed gimbal that is not an affected part.

Groups: Group 1 aeroplanes are those with MSN listed in Airbus Service Bulletin (SB) A350-36-P021 and SB A350-36-P022. Group 2 aeroplanes are those with MSN listed in Airbus SB A350-36-P029. An aeroplane on which Airbus modification 114810 has been embodied in production does not have an affected part installed, and is therefore neither Group 1 nor Group 2, provided that the aeroplane remains in that configuration.

The inspection SB: Airbus SB A350-36-P029.

The applicable modification SB: For Group 1 aeroplanes: Airbus SB A350-36-P021 (for LH side) and SB A350-36-P022 (for RH side), as applicable. For Group 2 aeroplanes: SB A350-36-P023 (for LH side) and SB A350-36-P024 (for RH side), as applicable.

Airbus date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

A welding quality issue has been identified in the production process of the gimbal joint belonging to the air bleed duct located at each wing to pylon interface. Further investigation discovered that the inner ring of a gimbal had deformed to an oval shape instead of a circular shape, which could lead to cracking, caused by direct contact between metal parts.

This condition, if not detected and corrected, could lead to hot bleed air leakage in the pylon area, possibly resulting in loss of the pneumatic system and exposure of the wing structure to high temperatures, with consequent reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable modification SB to provide instructions for the in-service replacement of the affected parts. Airbus also issued the inspection SB to provide instructions to determine the presence of affected parts on Group 2 aeroplanes.

For the reasons described above, this AD requires replacement of the affected parts with serviceable parts. This AD also prohibits (re)installation of affected parts.

This AD has been revised to clarify the Group definitions, indicating that certain aeroplanes are neither Group 1 nor Group 2.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Before exceeding 5 600 flight cycles (FC) since Airbus date of manufacture, replace each affected part with a serviceable part in accordance with the instructions of the applicable modification SB.
- (2) For Group 2 aeroplanes: Before exceeding 5 600 FC since Airbus date of manufacture, replace each affected part with a serviceable part in accordance with the instructions of the applicable inspection SB.
- (3) For Group 2 aeroplanes: Replacement of each affected part on an aeroplane in accordance with the instructions of the applicable modification SB is acceptable to comply with the requirements of paragraph (2) this AD for that aeroplane.



Part Installation:

- (4) For all aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

Airbus SB A350-36-P021 original issue dated 17 January 2020.

Airbus SB A350-36-P022 original issue dated 17 January 2020.

Airbus SB A350-36-P023 original issue dated 09 April 2020.

Airbus SB A350-36-P024 original issue dated 09 April 2020.

Airbus SB A350-36-P029 original issue dated 09 April 2020.

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 17 June 2020 as PAD 20-094 for consultation until 15 July 2020. 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 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 A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

