



Airworthiness Directive

AD No.: 2021-0112

Issued: 22 April 2021

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: 29 April 2021

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Main Landing Gear Support Structure Fuse Pins – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers as listed in the AOT, as defined in this AD.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A57P016-21.

Affected parts: Right-hand (RH) and left-hand (LH) main landing gear (MLG) trunnion block attachment fuse pins and associated retaining pins.

Reason:

An occurrence was reported where, during a maintenance inspection, one of the fuse pins retaining the MLG Support Structure (MLGSS) was found incorrectly engaged in the trunnion block and improperly secured with the associated retaining pin. Incorrect installation of fuse and retaining pins during assembly at the MLGSS forward pintle was identified as the root cause.



This condition, if not detected and corrected, could lead to MLG collapse, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the AOT to provide inspection instructions for the affected parts.

For the reason described above, this AD requires a one-time detailed inspection (DET) of each affected part and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 500 flight cycles or 6 months, whichever occurs first after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the AOT.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, only one fuse pin per MLGSS (RH and LH side) is found missing, or migrated, or improperly secured with the associated retaining pin, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.
- (3) If, during the DET as required by paragraph (1) of this AD, more than one fuse pin per MLGSS (RH and LH side) is found missing, or migrated, or improperly secured with the associated retaining pin, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus AOT A57P016-21 original issue dated 01 April 2021.

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. This AD was posted on 06 April 2021 as PAD 21-052 for consultation until 20 April 2021. No comments were received during the consultation period.
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 A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

