



Airworthiness Directive

AD No.: 2021-0161

Issued: 06 July 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: 20 July 2021

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Master Minimum Equipment List – Landing Gear Control – Amendment

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:

MMEL update: Airbus A350 Master Minimum Equipment List (MMEL) item 32-31-01A, Landing Gear Control, EASA approval date 08 April 2021.

Reason:

During the recent development phase of new landing gear extension and retraction system (LGERS) software, Airbus identified a failure scenario that affects all LGERS software standards. In the event of a specific discrete wire failure, the LGERS may not be able to complete landing gear (LG) retraction when commanded by selection of the LG lever to the UP position.



This condition, if not corrected, in combination with one-engine inoperative at take-off, could lead to a reduction of the flight path clearance, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the MMEL update, as defined in this AD, to introduce a new maintenance task when applying the MMEL provision.

For the reason described above, this AD requires implementation of the MMEL update in the Operator's Minimum Equipment List (MEL).

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

MEL Changes:

- (1) Within 3 months after the effective date of this AD, amend the MEL on the basis of the MMEL update defined in this AD, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) [reserved]

Ref. Publications:

Airbus A350 MMEL Item 32-31-01A update, EASA approval date 08 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 31 May 2021 as PAD 21-079 for consultation until 28 June 2021. 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 A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

