



Emergency Airworthiness Directive

AD No.: 2022-0079-E

Issued: 05 May 2022

Note: This Emergency 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A350 aeroplanes

Effective Date: 09 May 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA – Aircraft Flight Manual – Section Limitations / Normal Procedures – Amendment

ATA 27 – Flight Controls – Master Minimum Equipment List – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers on which Airbus modification (mod) 115496 has been embodied in production, or Airbus Service Bulletin (SB) A350-42-P017 has been embodied in service.

Definitions:

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

The AFM TR: Airbus A350 Airplane Flight Manual (AFM) Temporary Revision (TR) 132 issue 1 or AFM TR 133 issue 1, as applicable to aeroplane model.

The MER: Airbus A350 Master Minimum Equipment List (MMEL), Major Event Revision (MER), dated 04 May 2022 (approval reference V00D22009326).



Reason:

An occurrence was reported where the PRIMary flight control computers (PRIMs) indicated that both elevator actuators were considered faulty. Subsequent investigations identified incorrect instructions had been implemented with the introduction of the PRIM P13 standard, that is part of the Flight Control and Guidance System (FCGS) X13 standard installed in production aeroplanes through Airbus mod 115496, and in-service aeroplanes through Airbus SB A350-42-P017.

This condition, if not corrected, could lead to loss of control of the elevator surfaces, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus published the AFM TR and the MER, as defined in this AD, providing operational/dispatch restrictions for aeroplanes with FCGS X13 standard installed.

For the reason described above, this AD requires implementation of certain operational/dispatch restrictions.

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:

AFM Amendment:

- (1) Within 7 days after the effective date of this AD, amend the applicable AFM by incorporating the AFM TR, inform all flight crews, and, thereafter, operate the aeroplane accordingly.
- (2) Amending the applicable AFM of an aeroplane by incorporating a later AFM revision, which includes the same content as the AFM TR, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

MMEL Changes / Dispatch Restrictions:

- (3) Within 7 days after the effective date of this AD, implement the instructions of the MER, as defined in this AD.
- (4) Amending the operator Minimum Equipment List in accordance with the instructions of the MER, and, thereafter, operating the aeroplane accordingly is an acceptable method to comply with the requirements of paragraph (3) of this AD for that aeroplane.

Ref. Publications:

Airbus A350 AFM TR 132 Issue 1, EASA approval date 29 April 2022.

Airbus A350 AFM TR 133 Issue 1, EASA approval date 29 April 2022.

Airbus A350 MMEL MER dated 04 May 2022 (approval reference V00D22009326).

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 results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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.

