



Airworthiness Directive

AD No.: 2022-0098

Issued: 01 June 2022

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, 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: 15 June 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2022-0079-E dated 05 May 2022.

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

ATA 27 – Flight Controls – Master Minimum Equipment List – Amendment / Primary Flight Control Computers – Modification (Software Update)

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 at original issue, Revision 01 or Revision 02 has been embodied in service, except those on which Airbus mod 117819 has been embodied in production.

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).



The SB: Airbus Service Bulletin (SB) A350-27-P058.

Serviceable SW: PRIMary flight control computers (PRIM) software (SW) standard P13.1.2 or later approved SW.

Reason:

An occurrence was reported where the PRIMs indicated that both elevator actuators were considered faulty. Subsequent investigations identified that 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 initially address this potential unsafe condition, Airbus published the AFM TRs and the MER, as defined in this AD, providing operational/dispatch restrictions for aeroplanes with FCGS X13 standard installed. Consequently, EASA issued Emergency AD 2022-0079-E to require implementation of certain operational/dispatch restrictions.

Since that AD was issued, Airbus developed a new SW standard for PRIMs and issued the SB, providing instructions to install serviceable SW, as defined in this AD.

For the reason described above, this AD retains the requirements of EASA AD 2022-0079-E, which is superseded, and requires installation of serviceable SW.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) Within 7 days after 09 May 2022 [the effective date of EASA AD 2022-0079-E], 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 09 May 2022 [the effective date of EASA AD 2022-0079-E], implement the instructions of the MER, as defined in this AD.
- (4) Amending the operator Minimum Equipment List (MEL) 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.



Modification:

- (5) Within 30 days after the effective date of this AD, install serviceable SW on the aeroplane in accordance with the instructions of the SB, or in accordance with instructions approved by Airbus DOA.
- (6) After modification of an aeroplane as required by paragraph (5) of this AD, the operational procedure and limitations of the AFM TR, as required by paragraph (1) of this AD, and the dispatch restrictions, as required by paragraph (3) of this AD, are no longer necessary and can be removed, respectively, from the AFM and the operator's MEL of 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).

Airbus SB A350-27-P058 original issue dated 18 May 2022.

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. 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 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

