Airworthiness Directive

AD No.: 2025-0073

Issued: 03 April 2025

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: 17 April 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2020-0139R1 dated 03 July 2020.

ATA 55 – Stabilizers – Horizontal Tail Plane Lateral Load Fitting Bushings – Inspection

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Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 114806 has been embodied in production.

Definitions:

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

The modification SB: Airbus Service Bulletin (SB) A350-55-P012.

The inspection SB: Airbus SB A350-55-P013 Revision 02.

Affected parts: Bushings of the horizontal tail plane (HTP) lateral load fittings (LLF), on the right-hand (RH) and left-hand (LH) sides, installed at the 4 locations as indicated in the inspection SB.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Groups:
Group 1 aeroplanes are A350-941 aeroplanes on which Airbus mod 114165 has **not** been embodied in production.
Group 2 aeroplanes are A350-1041 aeroplanes.
Group 3 aeroplanes are A350-941 aeroplanes on which Airbus mod 114165 has been embodied in production.

Reason:

Occurrences were reported that, during flight test campaigns, bushings on the HTP LLF had migrated.

This condition, if not detected and corrected, could lead to combined corrosion and fatigue damage of the primary structure, possibly resulting in failure of the HTP LLF and adjacent structure, and consequent damage to, and reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB A350-55-P013 at original issue to provide inspection and repair instructions of the affected parts. Airbus also issued the modification SB, providing modification instructions.

Consequently, EASA issued AD 2020-0139, later revised, to require repetitive detailed inspections (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). That AD also provided a modification as optional terminating action for the repetitive DET.

Since that AD was issued, new occurrences of bushing migration on HTP LLF have been reported on aeroplanes with mod 110669, which were excluded from the applicability of EASA AD 2020-0139R1. It has been also determined that the repair instructions provided by the inspection SB A350-55-P013 original issue or Revision 01, cannot be considered any longer as terminating action.

For the reasons described above, this AD supersedes EASA AD 2020-0139R1, requires repetitive inspections as specified in the inspection SB, and expands the applicability.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspections:
(1) Within the compliance time and, thereafter, at intervals not to exceed the values as defined in Table 1 of this AD, as applicable, accomplish a DET of the affected parts in accordance with the instructions of the inspection SB.

Table 1 – DET Threshold and Interval(s)

Group	**Compliance Time** (since aeroplane date of manufacture or since embodiment of repair as per repair instructions in the inspection SB [at any revision])	**Interval**
1	Within 6 years	6 years
2	Before exceeding 5 500 flight cycles (FC), or 22 900 flight hours (FH), or 6 years, whichever occurs first	5 500 FC, or 22 900 FH or 6 years, whichever occurs first
3	Before exceeding 15 200 FC, or 63 700 FH, or 6 years, whichever occurs first	7 200 FC, or 30 000 FH or 6 years, whichever occurs first

(2) For aeroplanes on which Airbus mod 110669 has been embodied in production, it is allowed to postpone the accomplishment of the initial inspection as required by paragraph (1) of this AD until 7 months after the effective date of this AD.

Corrective Action(s):

(3) If, during any DET as required by paragraph (1) of this AD, discrepancies, as defined in the inspection SB, are found, before next flight, accomplish the applicable corrective action(s), and, thereafter, depending on findings, accomplish any applicable follow-on action(s) in accordance with the instructions of, and within the compliance time as identified in the inspection SB.

Terminating Action:

(4) Repair of an affected part on an aeroplane in accordance with the instructions of the inspection SB (at any revision), does not constitute terminating action for the repetitive inspection of that affected part as required by paragraph (1) of this AD for that aeroplane.

(5) Modification of an aeroplane in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Reporting:

(6) If, during any DET as required by paragraph (1) of this AD, discrepancies, as defined in the inspection SB, are found, within 30 days after that DET, or after the effective date of this AD, whichever occurs later, report the inspection results to Airbus. The inspection SB provides instructions, which are acceptable to accomplish the reporting as required by this paragraph.

Credit:

(7) For aeroplanes on which Airbus mod 110669 has been embodied in production: Inspections of the affected parts, accomplished on an aeroplane in accordance with the instructions of the Airbus Maintenance Review Board Report (MRBR) task 551000–00013 are acceptable to comply with the initial inspection requirement of paragraph (1) of this AD for that aeroplane.

(8) Inspections of the affected parts, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the original issue, or Revision 01 of the inspection SB, are acceptable to comply with the initial and repetitive inspections requirement of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A350-55-P012 original issue dated 18 February 2020.

Airbus SB A350-55-P013 original issue dated 18 February 2020, or Revision 01 dated 12 March 2021, or Revision 02 dated 04 December 2024.

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. This AD was posted on 24 February 2025 as PAD 25-035 for consultation until 24 March 2025. 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.