Airworthiness Directive

AD No.: 2025-0150

Issued: 14 July 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):
A350-941 aeroplanes

Effective Date: 28 July 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0095 dated 25 April 2025.

ATA 32 – Landing Gear – Main Landing Gear Brake Rod Centre Pin and Nut – Inspection

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 aeroplanes, manufacturer serial numbers (MSN) 00018, 00040, 00044, 00064, 00089, 00103, 00115, 00120, 00122, 00147, 00158, 00162, 00180, 00196, 00205, 00219, 00227, 00230, 00259, 00277, 00289, 00310, 00344, 00345, 00359, 00375, 00412, 00431, 00479, 00510, 00520, 00524, 00542, 00582 and 00611.

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

The AOT: Airbus Alert Operators Transmission (AOT) A32P034-24R1.

Affected part: Main landing gear (MLG) Brake Rod Centre Pin and Nut Sub-Assemblies both right-hand (RH) and left-hand (LH) sides.

Serviceable part: MLG Brake Rod Centre Pin and Nut Sub-Assemblies which are new (never previously installed on any aeroplane), or which, before installation, passed an inspection (no

defects detected) in accordance with MP TASK A350-A-32-11-62-01001-720A-A “Installation of the MLG Brake-Rod Assembly”.

Groups:
Group 1 aeroplanes are MSN 00089, 00147, 00180, 00196, 00205, 00259, 00289, 00310, 00345, 00375, 00412, 00542, 00582 and 00611.

Group 2 aeroplanes are MSN 00018, 00040, 00044, 00064, 00103, 00115, 00120, 00122, 00158, 00162, 00219, 00227, 00431 and 00524.

Group 3 aeroplanes are MSN 00230, 00277, 00344, 00359, 00479, 00510 and 00520.

Reason:

An occurrence was reported of missing MLG Brake Rod Centre Pin Nut Sub-Assembly detected during inspection. Investigations revealed severe corrosion on the threads and splines, that could have led to the detachment of the Nut Sub-Assembly. The root cause investigation is still ongoing.

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

To address this potential unsafe condition, Airbus issued the AOT A32P034-24, original issue, providing inspection instructions, and EASA issued AD 2025-0095 requiring a one-time detailed inspection (DET) of the affected parts and, depending on the findings, their replacement. That AD required also reporting of the inspection results.

Since that AD was issued, it has been determined that the instructions of the AOT A32P034-24, original issue are incomplete, and Airbus issued the AOT, as defined in this AD.

For the reason described above, this AD restates the requirements of EASA AD 2025-0095, which is superseded, but referring to the AOT, and introduces additional work for certain aeroplanes.

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

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:

Inspection(s):

(1) Within the compliance times as specified in Table 1 of this AD, as applicable, accomplish the inspection as defined in Table 1, as applicable, of the affected parts in accordance with the instructions of the AOT.

Table 1 – Inspection Compliance Times and Scope

Aeroplane Group	**Compliance Time** (after 09 May 2025 [the effective date of EASA AD 2025-0095])	**Inspection** (as defined in the AOT)
1	2 months	Non-invasive DET
2	2 months	Invasive DET
3	4 months	Invasive DET

(2) For Group 1 aeroplanes: If, during the non-invasive DET of an affected part of an aeroplane as required by paragraph (1) of this AD, discrepancies, as defined in the AOT, are detected, accomplish the applicable corrective action in accordance with the instructions of, and within the compliance time as defined in, the AOT.

Corrective Action(s):

(3) If, during an invasive DET of an affected part, as required by paragraph (1) or (2) of this AD, as applicable, discrepancies, as defined in the AOT section 5.6.B.L, are detected, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the AOT.

Additional Work:

(4) If, before the effective date of this AD, any brake rod pin sub-assembly has been reinstalled in accordance with the instructions of Airbus AOT A32P034-24 original issue, without reinstalling lockwire and applying sealant (see also paragraph (6) of this AD), within 1 month after the effective date of this AD, contact Airbus for additional instructions and, within 2 months after the effective date of this AD or the compliance time specified therein, whichever occurs first, accomplish those instructions accordingly.

Credit:

(5) Inspections and corrective actions, as applicable, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of AOT A32P034-24 original issue are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable.

(6) Replacement of an affected part with a serviceable part, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of AOT A32P034-24 original issue, is acceptable to comply with the requirements of paragraph (3) of this AD, as applicable, provided that it is determined that sealant around the brake rod pin nut/lock ring and bolts, and lockwire between 3 locking bolts, have been installed. A visual inspection of the installation or a review of the maintenance records is acceptable to accomplish this determination.

Reporting

(7) Within 30 days after accomplishment of the DET(s) as required by paragraph (1) or (2) of this AD, as applicable, or 30 days after the effective date of this AD, whichever occurs later, report the inspection results (including no findings) to Airbus. The AOT provides instructions which are acceptable to accomplish the reporting.

Ref. Publications:
Airbus AOT A32P034-24 Revision 01 dated 27 May 2025.

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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 11 August 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a 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 (1IAK), E-mail: continued-airworthiness.a350@airbus.com.