European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0018

Issued: 26 January 2026

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: 09 February 2026

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Main Landing Gear Trunnion Block Fuse Pins and Retaining Pins – Inspection

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Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, manufacturer serial numbers (MSN) 00562, 00564, 00565, 00567, 00570, 00572, 00573, 00576, 00578, 00579, 00580, 00583 and 00588.

Definitions:

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

The ISB: Airbus Inspection Service Bulletin (ISB) A350-57-P095 Revision 01.

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

Reason:

A non-conformity was detected in the serialization process of certain fuse pins and retaining pins installed in the main landing gear (MLG) attachment, resulting in a non-unique combination of Part Number (P/N) and serial number (s/n).

These pins are listed in Airworthiness Limitation Section (ALS) Part 1 – Safe Life Airworthiness Limitation Items. The lack of traceability, if not detected and corrected, could result in incorrect tracking of part life, compromising continued airworthiness and structural integrity of the landing gear attachment.

To address this potential unsafe condition, Airbus issued the ISB to provide instructions for inspection of the MLG trunnion block attachment retaining pin and fuse pins, and update of the maintenance records of those parts.

For the reasons described above, this AD requires a one-time inspection of the affected parts and, depending on findings, update of the maintenance records.

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:

Configuration Check:

(1) Within 30 days after the effective date of this AD, but not before the effective date of this AD, identify the P/N and s/n of both right-hand (RH) and left-hand (LH), MLG trunnion block attachment retaining pin and fuse pins, as applicable, depending on aeroplane MSN, in accordance with the instructions of the ISB (see Note 1 of this AD).

Note 1: A review of maintenance records is acceptable to identify the installed RH and LH, MLG trunnion block attachment retaining pin and/or fuse pins, P/N and s/n, provided those records can be relied upon for that purpose.

(2) Within 30 days after the effective date of this AD, report the results of the configuration check as required by paragraph (1) of this AD to Airbus. The ISB provides instructions which constitute an acceptable method to comply with this requirement.

(3) Identification of the P/N and s/n of RH and LH, MLG trunnion block attachment retaining pin and fuse pins, as applicable, depending on aeroplane MSN, accomplished on an aeroplane (see Note 1 of this AD) on or before the effective date of this AD in accordance with the instructions of the ISB, are acceptable to comply with the requirements of paragraph (1), as applicable, provided that, after that identification, no MLG trunnion block attachment retaining pin and no fuse pin have been replaced on that aeroplane.

Inspection(s):

(4) Before next removal of a MLG after the effective date of this AD, but not exceeding 72 months, 11 700 flight cycles or 48 750 flight hours after the aeroplane reference date, accomplish the inspections of the MLG trunnion block attachment retaining pin and fuse pins and update the maintenance records of those part(s), as applicable, in accordance with the instructions in the ISB.

Ref. Publications:

Airbus SB A350-57-P095 original issue dated 25 July 2025, and Revision 01 dated 13 January 2026.

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 23 February 2026. 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.