



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-174

Issued: 21 December 2017

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated..

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0029 dated 15 February 2017.

ATA 05 – Time Limits / Maintenance Checks – Certification Maintenance Requirements - ALS Part 3 – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all serial numbers.

Definitions:

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

The ALS: Airbus A350 Airworthiness Limitations Section (ALS) Part 3, Revision 04.

Reason:

Certification Maintenance Requirements (CMR) for the Airbus A350, which are approved by EASA, are currently defined and published in the Airbus A350 ALS Part 3 document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.



EASA previously issued AD 2017-0029 to require the actions as specified in Airbus A350 ALS Part 3 Revision 03.

Since this AD was issued, Airbus published Revision 04 of Airbus A350 ALS Part 3, to introduce new and more restrictive CMRs.

For the reason described above, this AD retains the requirements of EASA AD 2017-0029, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks:

- (1) From the effective date of this AD, accomplish all applicable maintenance tasks before exceeding the applicable thresholds and, thereafter, within the intervals (see Note 1 of this AD), as specified in the ALS, as applicable to aeroplane configuration.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable Airbus maintenance documentation. If a detected discrepancy cannot be corrected by using existing Airbus instructions, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane, by incorporating the maintenance tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane configuration.

Credit:

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks as specified in ALS Part 3 Revision 03, that action ensures (see Note 2 of this AD) the continued accomplishment of those tasks.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks, as applicable to aeroplane configuration, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks, as applicable to aeroplane configuration, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.



Recording AD compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 2: For affected Airbus A350 aeroplanes registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

Airbus A350 ALS Part 3 Revision 03 dated 24 June 2016, and Revision 04 dated 15 December 2017.

The use of later approved variations or revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 04 January 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact: continued-airworthiness.a350@airbus.com.

