



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 20-062

**Issued:** 08 April 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

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:** None

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

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 110669 or 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.

**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.



**Airbus date of manufacture:** The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

#### 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, in-flight HTP detachment and consequent damage to, and reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the inspection SB to provide inspection and repair instructions of the affected parts. Airbus also issued the modification SB, providing modification instructions.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). This AD also provides a modification as optional terminating action for the repetitive DET.

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

Required as indicated, unless accomplished previously:

#### Repetitive Inspections:

- (1) Within the compliance time indicated in Table 1 of this AD, 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)

Aeroplanes	Compliance Time (since Airbus date of manufacture)	Interval
A350-941	Within 6 years	6 years
A350-1041	Before exceeding 5 500 flight cycles (FC), 22 900 flight hours (FH), or 6 years, whichever occurs first	5 500 FC, 22 900 FH or 6 years, whichever occurs first

#### Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, deficiencies (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 the inspection SB.

#### Terminating Action:

- (3) In case of bush migration identified during any DET as required by paragraph (1) of this AD, repair of all affected parts on an aeroplane in accordance with the instructions of the inspection SB, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.



- (4) 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:**

- (5) Within 30 days after each DET as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus. This can be accomplished by using the instructions of the inspection SB.

**Ref. Publications:**

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

Airbus SB A350-55-P013 original issue dated 18 February 2020.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 06 May 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS A350 XWB, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

