

Airworthiness Directive

AD No.: 2020-0139R1

Issued: 03 July 2020

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: 06 July 2020 (same as original issue)

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0139 dated 22 June 2020.

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, 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.

This AD is revised to reintroduce the modification SB as optional terminating action (as it was initially in EASA PAD 20-062), which was inadvertently omitted from the original AD. Consequently, a new paragraph (5) is added and existing paragraph (5) is renumbered to (6) compared to the original AD.

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) In case of bush migration identified during any DET as required by paragraph (1) of this AD, repair of all affected parts on one side of the aeroplane (RH or LH) 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 side HTP lateral fitting location 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. This modification SB can be applied in addition to the terminating actions defined in paragraphs (3) and (4) of this AD.

Reporting:

- (6) Within 30 days after each DET as required by paragraph (1) of this AD, report the inspection results to Airbus (only in case of findings). 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The original issue of this AD was posted on 08 April 2020 as PAD 20-062 for consultation until 06 May 2020. 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 Programming and Continued Airworthiness 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

