



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-094

Issued: 17 June 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 36 – Pneumatic – Bleed Gimbals at Wing to Pylon Interfaces – Inspection / Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

Affected part: Bleed duct assemblies, having Part Number (P/N) V3616500000400 or P/N V3616510600400; and bleed gimbals at the wing/pylon interface, having P/N ABS0736E9696S and manufactured before week 51, year 2016, on left-hand (LH) and right-hand (RH) sides.

Serviceable part: Any bleed duct assembly or bleed gimbal that is not an affected part.



Groups:

Group 1 aeroplanes are those with MSN listed in Airbus Service Bulletin (SB) A350-36-P021 and SB A350-36-P022.

Group 2 aeroplanes are those with MSN listed in Airbus SB A350-36-P029.

The inspection SB: Airbus SB A350-36-P029.

The applicable modification SB: For Group 1 aeroplanes: Airbus SB A350-36-P021 (for LH side) and SB A350-36-P022 (for RH side), as applicable. For Group 2 aeroplanes: SB A350-36-P023 (for LH side) and SB A350-36-P024 (for RH side), as applicable.

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:

A welding quality issue has been identified in the production process of the gimbal joint belonging to the air bleed duct located at each wing to pylon interface. Further investigation discovered that the inner ring of a gimbal had deformed to an oval shape instead of a circular shape, which could lead to cracking, caused by direct contact between metal parts.

This condition, if not detected and corrected, could lead to hot bleed air leakage in the pylon area, possibly resulting in loss of the pneumatic system and exposure of the wing structure to high temperatures, with consequent reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable modification SB to provide instructions for the in-service replacement of the affected parts. Airbus also issued the inspection SB to provide instructions to determine the presence of affected parts on Group 2 aeroplanes.

For the reasons described above, this AD requires, for Group 1 aeroplanes, replacement of the affected parts with serviceable parts, and, for Group 2 aeroplanes, a one-time inspection (check of the bleed gimbal records and/or detailed inspection (DET), as applicable) and, depending on findings, accomplishment of the applicable corrective action(s). This AD also prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Before exceeding 5 600 flight cycles (FC) since Airbus date of manufacture, replace each affected part with a serviceable part in accordance with the instructions of the applicable modification SB.

Identification / Inspection(s):

- (2) For Group 2 aeroplanes: Before exceeding 5 600 FC since Airbus date of manufacture, accomplish a check of the bleed gimbal records and/or a DET of the bleed gimbals P/N ABS0736E9696S, LH and RH sides, as applicable to aeroplane MSN and configuration, in



accordance with the instructions of the inspection SB, to determine if the installed bleed gimbals are affected parts.

Corrective Action(s):

- (3) If, during the check or DET as required by paragraph (2) of this AD, an affected part is found, before next flight, replace all the affected parts in accordance with the instructions of the inspection SB.

Preventive Modification:

- (4) For Group 2 aeroplanes: Replacement of all affected parts on an aeroplane in accordance with the instructions of the applicable modification SB, if accomplished before exceeding 5 600 FC since Airbus date of manufacture, cancels the inspection requirements of paragraph (2) of this AD for that aeroplane.

Part Installation:

- (5) For all aeroplanes from the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

Airbus SB A350-36-P021 original issue dated 17 January 2020.

Airbus SB A350-36-P022 original issue dated 17 January 2020.

Airbus SB A350-36-P023 original issue dated 09 April 2020.

Airbus SB A350-36-P024 original issue dated 09 April 2020.

Airbus SB A350-36-P029 original issue dated 09 April 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 15 July 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.
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.

