



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 21-052

**Issued:** 06 April 2021

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 57 – Wings – Main Landing Gear Support Structure Fuse Pins – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers as listed in the AOT, as defined in this AD.

**Definitions:**

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

**The AOT:** Airbus Alert Operators Transmission (AOT) A57P016-21.

**Affected parts:** Right-hand (RH) and left-hand (LH) main landing gear (MLG) trunnion block attachment fuse pins and associated retaining pins.

**Reason:**

An occurrence was reported where, during a maintenance inspection, one of the fuse pins retaining the MLG Support Structure (MLGSS) was found incorrectly engaged in the trunnion block and



improperly secured with the associated retaining pin. Incorrect installation of fuse and retaining pins during assembly at the MLGSS forward pintle was identified as the root cause.

This condition, if not detected and corrected, could lead to MLG collapse, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the AOT to provide inspection instructions for the affected parts.

For the reason described above, this AD requires a one-time detailed inspection (DET) of each affected part and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Within 500 flight cycles or 6 months, whichever occurs first after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the AOT.

#### **Corrective Action(s):**

- (2) If, during the DET as required by paragraph (1) of this AD, only one fuse pin per MLGSS (RH and LH side) is found missing, or migrated, or improperly secured with the associated retaining pin, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.
- (3) If, during the DET as required by paragraph (1) of this AD, more than one fuse pin per MLGSS (RH and LH side) is found missing, or migrated, or improperly secured with the associated retaining pin, before next flight, contact Airbus for approved instructions and accomplish those instructions accordingly.

#### **Ref. Publications:**

Airbus AOT A57P016-21 original issue dated 01 April 2021.

The use of later approved 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 20 April 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.

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).

