



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 21-054

**Issued:** 12 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 32 – Landing Gear – Management System – Modification (Software Updates)

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**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those that have embodied Airbus modification (mod) 114420 in production.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A350-32-P037.

**Serviceable SW:** Braking Control System (BCS) software (SW) standard (STD) S5B, Wheel Steering Control System (WSCS) SW STD S5B and Landing Gear Extension and Retraction System (LGERS) SW STD S5A, or later SW standards.



**Reason:**

During type certification activity, it was identified that some monitoring was not correctly implemented in the BCS certification standard, that could, under specific degraded conditions, lead to a reduction in braking performance capability.

This condition, if not corrected, could lead to a runway excursion, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus developed new SW standards for BCS, WSCS and LGERS and issued the SB, providing instructions to install serviceable SW, as defined in this AD.

For the reason described above, this AD requires installation of serviceable SW.

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

Required as indicated, unless accomplished previously:

**Modification:**

Within 10 months after the effective date of this AD, modify the aeroplane by installing serviceable SW. This can be accomplished in accordance with the instructions of the SB.

**Ref. Publications:**

Airbus SB A350-32-P037 original issue dated 30 July 2019.

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 10 May 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).

