



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-027

Issued: 18 March 2022

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 42 – Flight Control and Guidance System – Integrated Modular Avionics / Core Processing Input Output Modules – Modification (Software Update)

Manufacturer(s):

Airbus

Applicability:

Airbus A350-1041, all manufacturer serial numbers, except those on which Airbus modification (mod) 115496 has been embodied in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-42-P017 Revision 01.

Serviceable SW: Major software (SW) update identified as integrated modular avionics, Core Processing Input Output Modules, avionics Batch 7A – Part 1 or later approved SW.

Reason:

It has been determined that, during the A350-1041 type certification activity, the loads for the rudder oscillatory failure case were not calculated properly. This condition does not affect A350-941 aeroplanes.



This condition, if not corrected, could result in rudder oscillations leading to unacceptable high loads on the fuselage, possibly affecting the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide modification instructions.

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

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

Required as indicated, unless accomplished previously:

Modification:

Within 19 months after the effective date of this AD, modify the aeroplane by installing serviceable SW in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A350-42-P017 Revision 01 dated 01 March 2022.

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 15 April 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). 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.

