

## Airworthiness Directive

**AD No.:** 2022-0124

**Issued:** 28 June 2022

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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** 12 July 2022

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2021-0206 dated 15 September 2021.

### ATA 05 – Time Limits / Maintenance Checks – Safe Life Airworthiness Limitations Items – ALS Part 1 – Amendment

**Manufacturer(s):**

Airbus

**Applicability:**

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

**Definitions:**

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

**The ALS:** Airbus A350 Airworthiness Limitations Section (ALS) Part 1, Revision 07.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For A350 aeroplanes operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

**New and/or more restrictive limitation items:** This includes all items that are new and all items for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS revision that is currently incorporated in the AMP.

**Reason:**

The airworthiness limitations for the Airbus A350 aeroplanes, which are approved by EASA, are currently defined and published in the Airbus A350 ALS documents. These instructions have been identified as mandatory for continued airworthiness. The Safe Life Airworthiness Limitations Items are defined in ALS Part 1.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2021-0206 to require implementation of all safe life airworthiness limitations as described in ALS Part 1 at Revision 06.

Since that AD was issued, Airbus published the ALS, as defined in this AD, introducing new and/or more restrictive items.

For the reason described above, this AD retains the requirements of EASA AD 2021-0206, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Replacement of Life Limited Parts:**

- (1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the ALS (see Note 1 of this AD), as applicable to aeroplane model and depending on aeroplane configuration.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

**AMP Revision:**

- (2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

**Credit:**

- (3) If, before the effective date of this AD, the AMP has been revised to incorporate the life limitations as specified in a previous ALS revision, that action ensures the continued accomplishment of those limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive items, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive items, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (2) of this AD.



**Recording AD Compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the actions as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

Airbus A350 ALS Part 1 Revision 07 dated 02 May 2022.

The use of later approved variations or revisions of the above-mentioned document 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. This AD was posted on 30 May 2022 as PAD 22-067 for consultation until 27 June 2022. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS S.A.S. A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

