



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-124

Issued: 12 September 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 S.A.S.

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)

ATA 27 – Flight Controls – Primary Flight Control System – Modification (Software Update)

Manufacturer(s):

Airbus S.A.S.

Applicability:

Airbus A350-1041, all manufacturer serial numbers, except those in any of the following configurations:

- Airbus modification (mod) 115496 has been embodied in production;
- Airbus Service Bulletin (SB) A350-42-P017 has been embodied in service.

Definitions:

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

The SB 1: Airbus SB A350-42-P017 Revision 03.

The SB 2: Airbus SB A350-27-P058.



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

Serviceable SW 2: PRIMary flight control computers (PRIM) SW standard P13.1.2, or later approved SW.

Reason:

During the A350-1041 type certification follow-up activity, it was determined that the loads for the rudder oscillatory failure case had not been calculated properly.

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 SB A350-42-P017 to provide instructions to install serviceable SW 1, as defined in this AD. That SB was later revised (rev 3) to include as concurrent requirement the embodiment of SB A350-27-P058, which provides instructions to install serviceable SW 2, as defined in this AD.

For the reasons described above, this AD requires installation of serviceable SW 1 and 2.

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

Required as indicated, unless accomplished previously:

Modification:

(1) Within 14 months after the effective date of this AD, accomplish the actions specified in paragraphs (1.1) and (1.2) of this AD, concurrently (SW 1, then SW 2).

(1.1) Modify the aeroplane by installing serviceable SW 1 in accordance with the instructions of the SB 1, or in accordance with instructions approved by Airbus DOA.

(1.2) Modify the aeroplane by installing serviceable SW 2 in accordance with the instructions of the SB 2, or in accordance with instructions approved by Airbus DOA.

Ref. Publications:

Airbus SB A350-42-P017 Revision 03 dated 12 July 2022.

Airbus SB A350-27-P058 original issue dated 18 May 2022.

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 10 October 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

