



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-132**

**Issued: 10 October 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 29 – Hydraulic Power – Nose Landing Gear Pressure Return Lines – Replacement

**Manufacturer:**

Airbus S.A.S.

**Applicability:**

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

**Definitions:**

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

**Aeroplane date of manufacture:** The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

**The SBs:** Airbus Service Bulletins (SB), as listed in Table 1 of this AD.



Table 1 – The SBs

Aeroplanes	SB number	Revision
A350-941	A350-29-P020	01
	A350-29-P021	01
	A350-29-P038	00
A350-1041	A350-29-P022	01
	A350-29-P023	01
	A350-29-P039	00

**Affected parts:** Any low pressure (LP) hydraulic pipe, identified as 'OLD PART' and listed by part number (P/N) in one of the SBs, and installed on an MSN as listed in the same SB at the aeroplane date of manufacture.

**Groups:** Group 1 aeroplanes are those having MSN as listed in the SBs.  
Group 2 aeroplanes are those that are not Group 1.

**Reason:**

The manufacturer of LP hydraulic pipes of nose landing gear (NLG) return line has reported to Airbus a non-full life clearance of the pipes caused by two quality escapes: after alodine process application on aluminium pipes, black spots and stains on inner and outside diameter caused by corrosion pitting have been discovered; and pipes have been identified with an average ovality value which is above the admissible value.

This condition, if not corrected, could lead to a premature rupture in the yellow hydraulic line which, in case of additional independent system failures, could result in reduced aeroplane controllability.

To address this potential unsafe condition, Airbus issued the SBs, as defined in this AD, to provide instructions for replacement of each affected part.

For the reasons described above, this AD requires the replacement of the affected parts.

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

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) For Group 1 aeroplanes: Within the compliance time as specified in Table 2 of this AD, as applicable, remove from service each affected part by replacing it with the corresponding serviceable part identified as the 'NEW PART' in the SBs, as applicable, in accordance with the instructions of the SBs, as applicable.



Table 2 – Compliance Time

Aeroplanes	Affected part listed in SB	Compliance time (from aeroplane date of manufacture)
A350-941	A350-29-P020	6 years
	A350-29-P021	26 583 Flight Cycles (FC)
	A350-29-P038	12 years
A350-1041	A350-29-P022	6 years
	A350-29-P023	22 364 FC
	A350-29-P039	12 years

**Part Installation:**

(2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that part on the same aeroplane, accomplished during a single maintenance visit, is not considered as ‘install’ as specified in paragraph (2) of this AD.

**Ref. Publications:**

Airbus SB A350-29-P020 Revision 01 dated 28 July 2022.

Airbus SB A350-29-P021 Revision 01 dated 13 September 2022.

Airbus SB A350-29-P022 Revision 01 dated 15 September 2022.

Airbus SB A350-29-P023 Revision 01 dated 15 September 2022.

Airbus SB A350-29-P038 original issue dated 16 September 2022.

Airbus SB A350-29-P039 original issue dated 16 September 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 24 October 2022.
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 (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

