



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-011

Issued: 26 January 2023

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 52 – Doors – Main Landing Gear Doors / Axis Index Washer – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, manufacturer serial numbers (MSN) as listed in the SB, as defined in this AD.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-52-P048.

Affected part: Axis index washer on right-hand and left-hand main landing gear door (MLGD) hinge.

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.

Groups: Group 1 aeroplanes are MSN identified as "Configuration 001" in the SB.

Group 2 aeroplanes are MSN identified as "Configuration 002" in the SB.



Reason:

Index washers at MLGD hinges #1 (forward) and #3 (rear) were found inverted in production on A350-941 aeroplanes (index washer for forward fitting installed at rear fitting and vice versa).

This condition, if not detected and corrected, could lead to reduced structural integrity of the MLGD hinge fittings, possibly resulting in in-flight loss of a MLGD, and consequent injury to persons on the ground.

To address this potential unsafe condition, Airbus issued the SB to provide inspection and replacement instructions of the affected parts.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of each affected part and, depending on findings, replacement of the affected part.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, accomplish a DET of each affected part in accordance with the instructions of the SB.

Table 1 – Inspection Compliance Time

Group	Compliance Time (since aeroplane date of manufacture)
1	Before exceeding 9 600 flight cycles (FC) or 46 900 flight hours (FH), whichever occurs first.
2	Before exceeding 16 800 FC or 82 750 FH, whichever occurs first.

Corrective Action:

- (2) If, during the DET as required by paragraph (1) of this AD, any affected part is found not correctly installed, within 500 FC or 3 500 FH, whichever occurs first after the DET as required by paragraph (1) of this AD, replace that affected part in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A350-52-P048 original issue dated 24 November 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 23 February 2023.
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.

