



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-077

Issued: 02 July 2024

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 32 – Landing Gear – Main Landing Gear Bogie Beam Axle – Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers .

Definitions:

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

Affected part: Main landing gear (MLG) bogie beam axle, having Part Number (P/N) 55-3575047-00 and a serial number (s/n) as listed in Appendix 1 of this AD.

Serviceable part: Any MLG bogie beam axle, eligible for installation in accordance with Airbus instructions, that is not an affected part.

The SB: Airbus Service Bulletin (SB) A350-32-P053.

Groups: Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.



Reason:

During an inspection conducted at an A350 MLG bogie beam axle supplier, several anodic burns were observed following High Velocity Oxygen-Fuel (HVOF) stripping process. Additional axles which had undergone the same stripping process in the same facility were inspected and similar findings were revealed. Analysis revealed a detrimental impact on the fatigue life limit of the affected parts.

This condition, if not corrected, could lead to structural failure of the MLG and consequent collapse, possibly resulting in damage to the aeroplane and injury to the occupants.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, providing instructions to replace the affected parts with a serviceable part.

For the reasons described above, this AD requires replacement of the affected parts with a serviceable part, and prohibits (re)installation of affected parts.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

- (1) For Group 1 aeroplanes: Within 24 000 flight hours or 5 700 flight cycles, whichever occurs first since first installation of the affected part on an aeroplane, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Alternative Method:

- (2) Replacement on an aeroplane of a MLG or MLG bogie equipped with an affected part with a MLG or MLG bogie having a serviceable part installed is an alternative acceptable method to comply with the requirement of paragraph (1) of this AD, as applicable, for that aeroplane.

Parts Installation:

- (3) 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).
- (4) From the effective date of this AD, it is allowed to install a MLG on any aeroplane, provided it is determined, prior to installation, that no affected part is installed on that MLG (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraphs (3) and (4) of this AD.

Ref. Publications:

Airbus Service Bulletin (SB) A350-32-P053 original issue dated 22 December 2022, or Revision 01 dated 05 April 2024.



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 30 July 2024.
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.



Appendix 1 - List of Serial Numbers of the Affected Parts

Serial Number
17ALT370576
19MDG18581
15ALT370195
19MDG18199
19MDG18395
19MDG18396
19MDG18459
19MDG18460
16WIA003149
19ALT370760
19ALT370761
19MDG18201
19ALT370758
19MDG18195
19ALT370750
19MDG18397
19MDG18398
19MDG18399
19MDG18400
20MDG22053

