



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-080

Issued: 09 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 27 – Flight Controls – Outer Aileron – Master Minimum Equipment List Restriction

ATA 32 – Landing Gear – Remote Brake Control Unit / Nose Wheel Tie Bolt / Steering Control – Master Minimum Equipment List Restriction

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

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

The MMEL update: Airbus A350 Master Minimum Equipment List (MMEL) items as identified in Table 1 of this AD, as applicable.



Groups: Group 1 aeroplanes are Airbus A350-941 and A350-1041 aeroplanes, all MSN.
 Group 2 aeroplanes are Airbus A350-1041 aeroplanes, all MSN, except those on which Airbus modification 115348 has been embodied in production.
 Group 3 aeroplanes are Airbus A350-941 aeroplanes, all MSN.

Note 1: Depending on aeroplane configuration, an aeroplane may be both Group 1 and Group 2, or Group 1 and Group 3.

Reason:

It has been determined that certain MMEL items do not comply with MMEL certification requirements.

This condition, if not corrected, could result in an unsafe condition.

To address this potential unsafe condition, Airbus issued updated MMEL items.

For the reason described above, this AD requires implementation of the MMEL update.

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:

MEL Changes / Dispatch Restrictions:

- (1) Within 6 months after the effective date of this AD, implement the instructions of the MMEL update, on the basis of which the operator's MEL must be amended, as applicable, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

Table 1 – MMEL Item List

Group	MMEL Item No.	MMEL Item Name	MMEL Approval Date
1	32-42-13	Remote Brake Control Unit Channel A	26 June 2024
	32-51-01	Steering Control	26 June 2024
2	27-14-01	Outer Aileron Green Hydraulic Actuator	06 July 2023
	27-14-02	Outer Aileron Yellow Hydraulic Actuator	06 July 2023
	27-14-03	Outer Aileron Pressure Sensor	06 July 2023
3	32-41-02	Main Wheel Tie Bolt	05 October 2023

- (2) [RESERVED]



Ref. Publications:

Airbus A350 MMEL item 32-42-13, MMEL approval date 26 June 2024.

Airbus A350 MMEL item 32-51-01, MMEL approval date 26 June 2024.

Airbus A350 MMEL item 27-14-01, MMEL approval date 06 July 2023.

Airbus A350 MMEL item 27-14-02, MMEL approval date 06 July 2023.

Airbus A350 MMEL item 27-14-03, MMEL approval date 06 July 2023.

Airbus A350 MMEL item 32-41-02, MMEL approval date 05 October 2023.

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 06 August 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 A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

