Airworthiness Directive

AD No.: 2024-0189

Issued: 01 October 2024

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, o

Design Approval Holder's Name:
AIRBUS S.A.S.

Type/Model designation(s):
A350 aeroplanes

Effective Date: 15 October 2024

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2022-0124 dated 28 June 2022.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Part 1 – Safe Life Airworthiness Limitations Items – Amendment

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.

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

The ALS: Airbus A350 Airworthiness Limitations Section (ALS) Part 1 Revision 08, Issue 2.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) 1321/2014.

New and/or more restrictive limitation items: This includes all items that are new and all items for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS revision that is currently incorporated in the AMP.

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Reason:

The Safe Life Airworthiness Limitations Items for the Airbus A350, which are approved by EASA, are currently defined and published in the Airbus A350 ALS Part 1 document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2022-0124 to require the actions as specified in Airbus A350 ALS Part 1 at Revision 07.

Since that AD was issued, Airbus published the ALS Revision 08, and later published the ALS Revision 08 issue 2, which contains new and/or more restrictive items.

For the reason described above, this AD retains the requirements of EASA 2022-0124, which is superseded, and requires accomplishment of the actions specified in the ALS.

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 of Life Limited Parts:

(1) From the effective date of this AD, replace each component before exceeding the applicable life limit, as specified in the ALS (see Note 1 of this AD), as applicable to aeroplane model and depending on aeroplane configuration.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

AMP Revision:

(2) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

(3) If, before the effective date of this AD, the AMP has been revised to incorporate the life limitations as specified in a previous ALS revision, that action ensures the continued accomplishment of those limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive items, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive items, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (2) of this AD.

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Recording AD Compliance:

(4) When the AMP of an aeroplane has been revised as required by paragraph (2) or (3) of this AD, as applicable, that action ensures continued accomplishment of the actions as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (2) or (3) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Airbus A350 ALS Part 1 Revision 08, Issue 2 dated 01 August 2024.

The use of later approved revisions or variations of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 15 August 2024 as PAD 24-101 for consultation until 12 September 2024 and republished on 16 September 2024 as PAD 24-101R1 for additional consultation until 30 September 2024. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

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