



Airworthiness Directive

AD No.: 2024-0248

Issued: 18 December 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, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A350 aeroplanes

Effective Date: 01 January 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Nose Landing Gear Lower Torque Link – Replacement / Life Limitation

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 SB: Airbus Service Bulletin (SB) A350-32-P057.

Affected parts: Nose landing gear (NLG) Lower Torque Link, having Part Number (P/N) 5035-0401, and serial numbers (s/n) ZG23, ZG24, ZG25, ZG27, ZG28, ZG29, ZG30, ZG33, ZG34, ZG35, ZG36, ZG37, ZG38, ZG39, ZG41, ZG42, ZG43, ZG46, ZG47, ZG49, ZG51, ZG57, ZG58, ZG60, ZG63, ZG67, ZG68 or ZG73.

Serviceable parts: Any NLG Lower Torque Link eligible for installation in accordance with Airbus instructions, which is not an affected part; or an affected part that has not exceeded the life limit values as defined in Appendix B of the SB.



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:

It has been reported that the affected parts were manufactured without bright shot peening. The omission of bright shot peening may reduce the fatigue life of the component, depending on which weight variant and NLG standard the component is installed on.

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

To address this potential unsafe condition, Airbus issued the SB to provide instructions for replacement of the affected parts at reduced life limit.

For the reason described above, this AD requires replacement of affected parts before exceeding the reduced life limit.

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:

Part Replacement / Life Limit:

- (1) For Group 1 aeroplanes: Before an affected part exceeds the life limit as defined in Appendix B of the SB, replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the SB.

Parts Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided the part is a serviceable part, as defined in this AD, and thereafter, it is replaced as required by paragraph (1) of this AD (see Note 1 of this AD).

Note 1: Following installation of an affected part on a Group 2 aeroplane, that aeroplane becomes effectively a Group 1 aeroplane.

Ref. Publications:

Airbus SB A350-32-P057 original issue dated 30 September 2024, or revision 01 dated 12 December 2024.

The use of later approved revisions 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 November 2024 as PAD 24-140 for consultation until 13 December 2024. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
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 A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

