



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-140

Issued: 15 November 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 – 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 number (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.

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 13 December 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.

