Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-009

Issued: 22 January 2026

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 Pivot Pin and Bushes – Inspection

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Manufacturer(s):
Airbus

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

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

The ISB: Airbus Inspection Service Bulletin (ISB) A350-32-P059 Revision 01.

The VSB: Safran Landing Systems (vendor) SB (VSB) 10-355-32-40.

Affected parts: Main landing gear (MLG) bogie pivot pin and bushes on right-hand (RH) and left-hand (LH) MLG.

Serviceable parts: Affected parts, which are new, or which have passed (no defect found) an inspection in accordance with the VSB, or which have been repaired in accordance with the VSB, as defined in this AD.

Reason:

An occurrence was reported where, during a maintenance inspection, High Velocity Oxygen Fuel (HVOF) coating damage was observed on the MLG bogie pivot pins. Further investigations determined that the damage was caused by frictional heating under the excitation of particular runway surfaces (high-frequency oscillation of the bogie pivot joint), leading to thermal damage and potential cracking of the base material.

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

To address this potential unsafe condition, Airbus issued the ISB to provide inspection instructions.

For the reason described above, this AD requires repetitive detailed inspections (DET) of affected parts and, depending on findings, corrective action(s).

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:

Inspection(s):

(1) Before an affected part exceeds 70 100 flight hours (FH) or 13 700 flight cycles (FC), whichever occurs first since first installation on an aeroplane or since last overhaul, as applicable, and, thereafter, at intervals not exceeding 70 100 FH or 13 700 FC (see Note 1 of this AD), whichever occurs first, accomplish DET of that affected part in accordance with the instructions of the VSB.

Note 1: The 70 100 FH or 13 700 FC interval for repetitive inspections, as required by paragraph (1) of this AD, is applicable for unrepaired affected parts. For parts that have been repaired in accordance with the instructions of the VSB, the interval specified in paragraph (1) of this AD must be replaced by the interval(s) for post-repair repetitive inspections as specified for each affected part in the applicable approved repair instructions, as applicable.

Corrective Action(s):

(2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the VSB, before next flight, replace the affected parts on that MLG with serviceable parts, in accordance with the instructions of the ISB.

Terminating Action:

(3) None.

Parts Installation:

(4) From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided that the affected part is a serviceable part, as defined in this AD, and, thereafter, it is inspected as required by this AD.

Ref. Publications:

Airbus ISB A350-32-P059 Revision 01 dated 28 November 2025.

Safran Landing Systems (vendor) SB 10-355-32-40 original issue dated 25 July 2025.

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 19 February 2026.

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.