Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-063

Issued: 11 May 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 Axles – Inspections

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Manufacturer(s):
Airbus

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

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

The SB: Airbus SB A350-32-P061.

The VSB: Collins Aerospace (vendor) Service Bulletin 1009A4200-32-029 or 1021A4200-32-006, as applicable.

Affected parts: Main landing gear (MLG) axles having Part Number (P/N) 1009A6202C001, P/N 1009A6202C002, P/N 1009A6203C001, P/N 1009A6203C002, P/N 1021A6202C001 or P/N 1021A6203C001.

Reason:

Occurrences of corrosion damage have been reported on MLG axle thrust faces and at the High Velocity Oxygen-Fuel (HVOF) coated areas painted journals, mainly during the 72-months maintenance inspections.

Subsequent investigations performed by the axle manufacturer identified a potential incorrect application of corrosion protection coatings during production, resulting in insufficient protection of the axle base material in certain areas.

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

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, which refers to the VSB, to provide instructions for inspection of the affected parts, and, depending on findings, for corrective action(s).

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected parts and, depending on findings, performing corrective actions.

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 exceeding the threshold as specified in the Table 1, as applicable, and, thereafter, at intervals not to exceed 36 months, accomplish a DET of each affected part, in accordance with the instructions of the SB.

Table 1 – Inspections Thresholds

	Inspection Thresholds (A or B or C whichever occurs later)
A	Within 36 months after first installation of the affected part on an aeroplane
B	Within 36 months from last accomplishment, before the effective date of this AD, of the MPD task 321100-U0S02–01 or MP task A350-A-32-11-XX-04ZZZ-281ZA, as applicable
C	Within 9 months after the effective date of this AD

Note 1: The date of first installation of an affected part of an aeroplane is the date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation; or, for parts which have been replaced in service, the date of first installation of that part on an aeroplane.

Corrective Action(s):

(2) If, during any DET as required by paragraph (1) of this AD, any discrepancy, as specified in the VSB, is detected on an affected part, before next flight, accomplish the applicable corrective

action(s) in accordance with the instructions of the VSB, or contact Airbus for approved repair instructions and accomplish those instructions accordingly.

Terminating Action:
(3) None.

Ref. Publications:
Airbus SB A350-32-P061 original issue dated 12 March 2026.

Collins Aerospace SB 1009A4200-32-029 original issue dated 05 January 2026.

Collins Aerospace SB 1021A4200-32-006 original issue dated 13 January 2026.

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 08 June 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.