



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-110

Issued: 18 September 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 55 – Stabilizers – Trimmable Horizontal Stabilizer Centre Joint Pivot Fitting – Inspections

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) A350-55-P016.

Affected areas: Upper and lower lugs on the Trimmable Horizontal Stabilizer (THS) rear support fitting, both left-hand (LH) and right-hand (RH) sides.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.



Groups:

Group 1 aeroplanes are aeroplanes on which Airbus mod 112564 has **not** been embodied.

Group 2 aeroplanes are aeroplanes on which Airbus mod 112564 has been embodied.

Reason:

Several occurrences of cracked sealant, rotated attachment fasteners and migrated plain bushes have been reported at the THS centre joint pivot attachment fitting. Subsequent investigations determined that bush migration is primarily caused by insufficient interference fit between the plain bushes and the fitting lugs.

This condition, if not detected and corrected, could affect the structural integrity of the horizontal tail plane (HTP) rear support fitting joint, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing detailed inspection (DET) instructions of the THS centre joint pivot attachment fitting bushes for a potential migration, followed by, in case of findings, further DET for corrosion and Special Detailed Inspection (SDI) for cracks, or application of corrosion preventive compound when applicable, and corrective actions before further flight.

For the reasons described above, this AD requires repetitive inspections of the affected areas, as defined in this AD, and, depending on findings, accomplishment of 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 exceeding the inspection threshold and, thereafter, at intervals not exceeding the values as specified in Table 1 of this AD, as applicable, accomplish a DET of the affected areas in accordance with the instructions of the SB.

Table 1 – DET Threshold and Interval

Group	Inspection Threshold (since the aeroplane reference date)	Interval
1	12 400 flight cycles (FC), or 51 600 flight hours (FH), or 12 years, whichever occurs first	12 400 FC, or 51 600 FH, or 12 years, whichever occurs first
2	12 years	12 years

Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is found, as defined in the SB, accomplish the applicable corrective actions, depending on findings, in accordance with the instructions of, and within the compliance time as identified in, the SB (see Note 1 of this AD).



Note 1: The 'applicable corrective action', as identified in paragraph (2) of this AD, may include, depending on findings, contacting Airbus for approved corrective instructions and the accomplishment of those instructions accordingly, and/or accomplishment of follow-on action(s). For the purpose of this AD, reporting of inspection findings is not part of the 'applicable corrective action'.

Terminating Action(s):

(3) None.

Ref. Publications:

Airbus SB A350-55-P016 original issue dated 09 June 2026.

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 16 October 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.

