



Airworthiness Directive

AD No.: 2022-0263

Issued: 21 December 2022

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: 04 January 2023

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Bogie Pivot Pin – Greasing

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A32P028-22.

Affected part: Main landing gear (MLG) bogie pivot pin on right-hand and left-hand MLG.

Reason:

An occurrence was reported where, during a maintenance inspection, High Velocity Oxygen Fuel (HVOF) coating damage was observed on bare material of the MLG bogie pivot pins. The root cause investigation is still on-going. At this stage, the investigation shows that this HVOF coating damage was the result of material heating caused by friction between MLG bogie pivot pin and the bushes.

This condition, if not 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 AOT providing updated greasing instructions for the affected parts.

For the reason described above, this AD requires a repetitive greasing of each affected part.

This AD is considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Repetitive Greasing:

- (1) Within 30 days after the effective date of this AD, and, thereafter, at intervals not exceeding 50 flight cycles or 4 months, whichever occurs first, accomplish greasing of each affected part in accordance with the instructions of the AOT.
- (2) Greasing of an affected part, accomplished before the effective date of this AD in accordance with Aircraft Maintenance Manual task A350-A-32-XX-XX-00001-240A-A is an acceptable method to comply with the initial requirements of paragraph (1) of this AD for that affected part.

Terminating Action(s):

- (3) None.

Ref. Publications:

Airbus AOT A32P028-22 original issue dated 29 November 2022.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

