



Airworthiness Directive

AD No.: 2022-0217R1

Issued: 01 March 2023

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: Revision 1: 03 March 2023
Original issue: 18 November 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2022-0217 dated 04 November 2022.

ATA 29 – Hydraulic Power – Nose Landing Gear Pressure Return Lines – Replacement

Manufacturer(s):

Airbus S.A.S.

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

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

The SBs: Airbus Service Bulletins (SB), as listed in Table 1 of this AD.

Affected part: Any low pressure (LP) hydraulic pipe, identified as 'OLD PART' and listed by part number (P/N) in one of the SBs, and installed on an MSN as listed in the same SB at the aeroplane date of manufacture.



Groups: Group 1 aeroplanes are those having MSN as listed in the SBs.
Group 2 aeroplanes are those that are not Group 1.

Reason:

The manufacturer of LP hydraulic pipes of nose landing gear (NLG) return line has reported to Airbus a non-full life clearance of the pipes caused by two quality escapes: after alodine process application on aluminium pipes, black spots and stains on inner and outside diameter caused by corrosion pitting have been discovered, and pipes have been identified with an average ovality value which is above the admissible value.

This condition, if not corrected, could lead to a premature rupture in the yellow hydraulic line which, in case of additional independent system failures, could result in reduced aeroplane controllability.

To address this potential unsafe condition, Airbus issued the SBs, as defined in this AD, to provide instructions for replacement of each affected part.

For the reasons described above, EASA issued AD 2022-0217 to require the replacement of the affected parts.

Since that AD was issued, Airbus has presented additional information that supports the extension of certain compliance times. This AD is revised accordingly, amending Table 2.

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

Required as indicated, unless accomplished previously:

Replacement:

(1) For Group 1 aeroplanes: Within the compliance time as specified in Table 2 of this AD, as applicable, remove from service each affected part by replacing it with the corresponding serviceable part identified as the 'NEW PART' in the SBs, as applicable, in accordance with the instructions of the SBs, as applicable.

Table 1 – The SBs

Aeroplane Model	SB Number	Revision
A350-941	A350-29-P020	01
	A350-29-P021	01
	A350-29-P038	original issue
A350-1041	A350-29-P022	01
	A350-29-P023	01
	A350-29-P039	original issue



Table 2 – Affected Part(s) Replacement

Aeroplane Model	Affected Part listed in SB	Compliance Time
A350-941	A350-29-P020	Before exceeding 6 years since aeroplane date of manufacture, or within 10 months after the effective date of this revised AD, whichever occurs later.
	A350-29-P021	Before exceeding 26 583 flight cycles (FC) since aeroplane date of manufacture
	A350-29-P038	Before exceeding 12 years since aeroplane date of manufacture
A350-1041	A350-29-P022	Before exceeding 6 years since aeroplane date of manufacture.
	A350-29-P023	Before exceeding 22 364 FC since aeroplane date of manufacture
	A350-29-P039	Before exceeding 12 years since aeroplane date of manufacture

Part(s) Installation:

(2) For Group 1 and Group 2 aeroplanes: From 18 November 2022 [the effective date of the original issue of this AD], do not install an affected part on any aeroplane (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'install' as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus SB A350-29-P020 Revision 01 dated 28 July 2022.

Airbus SB A350-29-P021 Revision 01 dated 13 September 2022.

Airbus SB A350-29-P022 Revision 01 dated 15 September 2022.

Airbus SB A350-29-P023 Revision 01 dated 15 September 2022.

Airbus SB A350-29-P038 original issue dated 16 September 2022.

Airbus SB A350-29-P039 original issue dated 16 September 2022.

The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 10 October 2022 as PAD 22-132 for consultation until 24 October 2022. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
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 A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

