



Airworthiness Directive

AD No.: 2016-0074

Issued: 15 April 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A350 aeroplanes

Effective Date: 22 April 2016

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Exhaust – Thrust Reverser Actuation System – Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all serial numbers.

Reason:

A thrust reverser actuation system (TRAS) standard 31A locking actuator, removed from an in-service aeroplane following several failure messages, failed a primary lock integrity test. Investigation of the affected unit revealed carbon dust contamination coming from the wear of the no-back carbon disc internal to the actuator. This can affect the retention capability of the locking actuator (LA). There are three mechanical retention lines per translating sleeve, two being potentially affected by the issue. The third one, the tertiary lock is of different design and is not affected by the issue.

This condition, if not corrected, when affecting both LA on the same sleeve, combined with independent failure of the tertiary lock, could result in an inadvertent in-flight deployment of one thrust reverser translating sleeve and consequent reduced control of the aeroplane.

Prompted by these findings, Airbus issued Flight Operations Transmission FOT 999-0008/16 informing operators of EASA MMEL update to render any thrust reverser lock failure No-Go.



In addition, the TRAS manufacturer developed a new TRAS standard 55A that corrects the issue. The installation of TRAS standard 55A was introduced by Airbus modification (mod) 106919 in production and is available for in-service aeroplanes through Airbus Service Bulletin (SB) A350-78 P001.

For the reasons described above, this AD requires replacement of the TRAS standard 31A with the TRAS standard 55A. This AD also prohibits, after modification, the (re)installation of the TRAS standard 31A.

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

Required as indicated, unless accomplished previously:

Note 1: The TRAS standard 31A affected by this AD, is identified through the following Cowl-Thrust Reverser Part Numbers (P/N): P/N 351-3001-511, P/N 351-3002-511, P/N 351-3003-507, or P/N 351-3004-507.

- (1) Before exceeding 750 flight cycles (FC) since first flight of the aeroplane, or within 50 FC after the effective date of this AD, whichever occurs later, replace each TRAS standard 31A (see Note 1 of this AD) with a TRAS standard 55A in accordance with the instructions of Airbus SB A350-78-P001.

Note 2: Modification of a TRAS standard 31A to standard 55A can be accomplished in accordance with the instruction of Goodrich Aerostructures SB RA35078-007.

- (2) Do not install any TRAS standard 31A (see Note 1 of this AD) on an aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
 - (2.1) For an aeroplane that embodies mod 106919 (TRAS standard 55A installed) in production: From the effective date of this AD.
 - (2.2) For an aeroplane that has TRAS standard 31A (see Note 1 of this AD) installed: After modification of that aeroplane in accordance with the instructions of Airbus SB A350-78-P001.

Ref. Publications:

Airbus SB A350-78-P001 original issue dated 25 January 2016.

Goodrich Aerostructures (UTC Aerostructures, UTAS) SB RA35078-007 original issue dated 22 January 2016.

The use of later approved revisions of these 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.



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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. For any question concerning the technical content of the requirements in this AD, please contact continued-airworthiness.a350@airbus.com.

