



Airworthiness Directive

AD No.: 2022-0014

Issued: 25 January 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, 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: 08 February 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Cockpit Seats – Inspection / Modification

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) A350-25-P122.

The VSBs: Stelia Aerospace 'Vendor' SB (VSB) TAAI8-25-1197 and VSB TAAI8-25-1199.

Affected seat: Captain and First Officer (F/O) seats, any part number (P/N), as identified by serial number (s/n) in the effectivity of the VSB TAAI8-25-1197 Revision (Rev.) 1 and 3rd Occupant seat, any P/N, as identified by s/n in the effectivity of the VSB TAAI8-25-1199 Rev. 2.

Serviceable seat: An affected seat, which has been modified in accordance with the instructions of the VSBs at any revision, as applicable, or any Captain, F/O and 3rd Occupant seat which is not an affected seat.



Groups: Group 1 aeroplanes are those that have an affected seat installed. Group 2 aeroplanes are those that do not have an affected seat installed.

Reason:

It has been reported to Airbus that A350 Captain, F/O and 3rd Occupant TAAI8 Series seats may be subject to a potential failure of the Vertical Stop Support Fitting (VSSF).

This condition, if not corrected, could lead to cockpit seat failure and unexpected movement of the seat under certain loading conditions, possibly resulting in cockpit crew injury and reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, which refer to the VSB, providing instructions for modification of the affected seats.

For the reasons described above, this AD requires modification of the affected seats.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Within 11 months after the effective date of this AD, modify each affected seat in accordance with the instructions of the SB.
- (2) Replacing each affected seat on an aeroplane with a serviceable seat is acceptable to comply with the modification requirement of paragraph (1) of this AD for that aeroplane.

Parts Installation:

- (3) Do not install an affected seat on any aeroplane, as required by paragraph (3.1) or (3.2) of this AD, as applicable, unless that seat is a serviceable seat, as defined in this AD:
 - (3.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.
 - (3.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus SB A350-25-P122 original issue dated 18 October 2018, or Revision 01 dated 12 July 2019, or Revision 02 dated 01 October 2021.

Stelia Aerospace SB TAAI8-25-1197 original issue dated 19 September 2012, or Rev. 01 dated 28 April 2021.

Stelia Aerospace SB TAAI8-25-1199 original issue dated 19 September 2012, or Rev. 01 dated 03 May 2019, or Rev. 02 dated 03 March 2021.



The use of later approved revisions (that may be published by Airbus Atlantic, in lieu of Stelia Aerospace) 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. This AD was posted on 15 December 2021 as PAD 21-180 for consultation until 12 January 2022. The Comment Response Documents 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, E-mail: continued-airworthiness.a350@airbus.com.

