



**適航指令發布單**  
**Airworthiness Directive Issuance Form**

民航局 AD 編號 AD number	CAA-2020-07-010A	發布日期 Date issued	2020/8/24												
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN).														
主旨摘要	Pneumatic - Bleed Gimbals at Wing to Pylon Interfaces - Modification														
民航局 CAA <input type="checkbox"/> 本國產品 Native products  <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <table border="0" style="width: 100%;"><tr><td><input type="checkbox"/> FAA</td><td><input type="checkbox"/> Germany LBA</td></tr><tr><td><input checked="" type="checkbox"/> EASA</td><td><input type="checkbox"/> CAA-NL</td></tr><tr><td><input type="checkbox"/> Brazil</td><td><input type="checkbox"/> UK CAA</td></tr><tr><td><input type="checkbox"/> Transport Canada Civil Aviation</td><td><input type="checkbox"/> Japan CAB</td></tr><tr><td><input type="checkbox"/> DGAC</td><td><input type="checkbox"/> CAA of Israel</td></tr><tr><td></td><td><input type="checkbox"/> Other _____</td></tr></table>			<input type="checkbox"/> FAA	<input type="checkbox"/> Germany LBA	<input checked="" type="checkbox"/> EASA	<input type="checkbox"/> CAA-NL	<input type="checkbox"/> Brazil	<input type="checkbox"/> UK CAA	<input type="checkbox"/> Transport Canada Civil Aviation	<input type="checkbox"/> Japan CAB	<input type="checkbox"/> DGAC	<input type="checkbox"/> CAA of Israel		<input type="checkbox"/> Other _____
<input type="checkbox"/> FAA	<input type="checkbox"/> Germany LBA														
<input checked="" type="checkbox"/> EASA	<input type="checkbox"/> CAA-NL														
<input type="checkbox"/> Brazil	<input type="checkbox"/> UK CAA														
<input type="checkbox"/> Transport Canada Civil Aviation	<input type="checkbox"/> Japan CAB														
<input type="checkbox"/> DGAC	<input type="checkbox"/> CAA of Israel														
	<input type="checkbox"/> Other _____														
	設計國 AD 編號 Original AD number	2020-0169R1													
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)														
備註 Note	This AD revises EASA AD 2020-0169(CAA-2020-07-010) dated 27 July 2020.														
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a> Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a>															



## Airworthiness Directive

**AD No.:** 2020-0169R1

**Issued:** 19 August 2020

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:** Revision 1: 26 August 2020  
Original issue: 10 August 2020

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2020-0169 dated 27 July 2020.

### ATA 36 – Pneumatic – Bleed Gimbals at Wing to Pylon Interfaces – Modification

**Manufacturer(s):**

Airbus

**Applicability:**

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

**Definitions:**

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

**Affected part:** Bleed duct assemblies, having Part Number (P/N) V3616500000400 or P/N V3616510600400; and bleed gimbals at the wing/pylon interface, having P/N ABS0736E9696S and manufactured before week 51, year 2016, on left-hand (LH) and right-hand (RH) sides.

**Serviceable part:** Any bleed duct assembly or bleed gimbal that is not an affected part.

**Groups:** Group 1 aeroplanes are those with MSN listed in Airbus Service Bulletin (SB) A350-36-P021 and SB A350-36-P022. Group 2 aeroplanes are those with MSN listed in Airbus SB A350-36-P029. An aeroplane on which Airbus modification 114810 has been embodied in production does not have an affected part installed, and is therefore neither Group 1 nor Group 2, provided that the aeroplane remains in that configuration.



**The inspection SB:** Airbus SB A350-36-P029.

**The applicable modification SB:** For Group 1 aeroplanes: Airbus SB A350-36-P021 (for LH side) and SB A350-36-P022 (for RH side), as applicable. For Group 2 aeroplanes: SB A350-36-P023 (for LH side) and SB A350-36-P024 (for RH side), as applicable.

**Airbus date of manufacture:** The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

**Reason:**

A welding quality issue has been identified in the production process of the gimbal joint belonging to the air bleed duct located at each wing to pylon interface. Further investigation discovered that the inner ring of a gimbal had deformed to an oval shape instead of a circular shape, which could lead to cracking, caused by direct contact between metal parts.

This condition, if not detected and corrected, could lead to hot bleed air leakage in the pylon area, possibly resulting in loss of the pneumatic system and exposure of the wing structure to high temperatures, with consequent reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable modification SB to provide instructions for the in-service replacement of the affected parts. Airbus also issued the inspection SB to provide instructions to determine the presence of affected parts on Group 2 aeroplanes.

For the reasons described above, this AD requires replacement of the affected parts with serviceable parts. This AD also prohibits (re)installation of affected parts.

This AD has been revised to clarify the Group definitions, indicating that certain aeroplanes are neither Group 1 nor Group 2.

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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) For Group 1 aeroplanes: Before exceeding 5 600 flight cycles (FC) since Airbus date of manufacture, replace each affected part with a serviceable part in accordance with the instructions of the applicable modification SB.
- (2) For Group 2 aeroplanes: Before exceeding 5 600 FC since Airbus date of manufacture, replace each affected part with a serviceable part in accordance with the instructions of the applicable inspection SB.
- (3) For Group 2 aeroplanes: Replacement of each affected part on an aeroplane in accordance with the instructions of the applicable modification SB is acceptable to comply with the requirements of paragraph (2) this AD for that aeroplane.



**Part Installation:**

- (4) For all aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

**Ref. Publications:**

Airbus SB A350-36-P021 original issue dated 17 January 2020.

Airbus SB A350-36-P022 original issue dated 17 January 2020.

Airbus SB A350-36-P023 original issue dated 09 April 2020.

Airbus SB A350-36-P024 original issue dated 09 April 2020.

Airbus SB A350-36-P029 original issue dated 09 April 2020.

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 17 June 2020 as PAD 20-094 for consultation until 15 July 2020. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued-airworthiness.a350@airbus.com).

