



適航指令發布單

Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2024-08-003	發布日期 Date issued	2024/08/20
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A350-941 aeroplanes, all manufacturer serial numbers.		
主旨摘要 Subject	Landing Gear - Main Landing Gear Bogie Beam Axle - Replacement		
民航局 CAA <input type="radio"/> 本國產品 Native product <input type="radio"/> 其他個案 Other	設計國民航主管機構 Original Authority <input type="radio"/> FAA <input type="radio"/> Germany LBA <input checked="" type="radio"/> EASA <input type="radio"/> CAA-NL <input type="radio"/> Brazil <input type="radio"/> UK CAA <input type="radio"/> Transport Canada Civil Aviation <input type="radio"/> Japan CAB <input type="radio"/> DGAC <input type="radio"/> CAA of Israel <input type="radio"/> Other_____		
	設計國AD編號 Original AD number	2024-0156	
	1. 直接採用原AD之內容? (Is the original AD directly adopted?) <input checked="" type="radio"/> 是(Yes) <input type="radio"/> 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="radio"/> 需要(Yes) <input checked="" type="radio"/> 不需要(No)		
備註 Note	ATA 32. Airbus Service Bulletin (SB) A350-32-P053 original issue dated 22 December 2022, or Revision 01 dated 05 April 2024.		

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)2349-6330 / 6332, Fax：(02)2545-8464,
adcaa@mail.caa.gov.tw

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)2349-6330 / 6332, Fax：(02)2545-8464, adcaa@mail.caa.gov.tw



Airworthiness Directive

AD No.: 2024-0156

Issued: 13 August 2024

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: 27 August 2024

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Bogie Beam Axle – Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Main landing gear (MLG) bogie beam axle, having Part Number (P/N) 55-3575047-00 and a serial number (s/n) as listed in Appendix 1 of this AD.

Serviceable part: Any MLG bogie beam axle, eligible for installation in accordance with Airbus instructions, that is not an affected part.

The SB: Airbus Service Bulletin (SB) A350-32-P053.

Groups: Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.



Reason:

During an inspection conducted at an A350 MLG bogie beam axle supplier, several anodic burns were observed following High Velocity Oxygen-Fuel (HVOF) stripping process. Additional axles which had undergone the same stripping process in the same facility were inspected and similar findings were revealed. Analysis revealed a detrimental impact on the fatigue life limit of the affected parts.

This condition, if not corrected, could lead to structural failure of the MLG and consequent collapse, possibly resulting in damage to the aeroplane and injury to the occupants.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, providing instructions to replace the affected parts with a serviceable part.

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

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

- (1) For Group 1 aeroplanes: Within 24 000 flight hours or 5 700 flight cycles, whichever occurs first since first installation of the affected part on an aeroplane, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Alternative Method:

- (2) Replacement on an aeroplane of a MLG or MLG bogie equipped with an affected part with a MLG or MLG bogie having a serviceable part installed is an alternative acceptable method to comply with the requirement of paragraph (1) of this AD, as applicable, for that aeroplane.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane (see Note 1 of this AD).
- (4) From the effective date of this AD, it is allowed to install a MLG on any aeroplane, provided it is determined, prior to installation, that no affected part is installed on that MLG (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraphs (3) and (4) of this AD.

Ref. Publications:

Airbus Service Bulletin (SB) A350-32-P053 original issue dated 22 December 2022, or Revision 01 dated 05 April 2024.



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. This AD was posted on 02 July 2024 as PAD 24-077 for consultation until 30 July 2024. 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.



Appendix 1 - List of Serial Numbers of the Affected Parts

Serial Number
15ALT370195
16WIA003149
17ALT370576
19ALT370750
19ALT370758
19ALT370760
19ALT370761
19MDG18195
19MDG18199
19MDG18201
19MDG18395
19MDG18396
19MDG18397
19MDG18398
19MDG18399
19MDG18400
19MDG18459
19MDG18460
19MDG18581
20MDG22053

