適航指令發布單
Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2026-05-002	發布日期 Date issued	2026/05/19
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 Pivot Pin and Bushes - Inspection		

民航局
CAA

○ 本國產品
Native product

○ 其他個案
Other

設計國民航主管機構
Original Authority

- ○ FAA
- ◉ EASA
- ○ Brazil
- ○ Transport Canada Civil Aviation
- ○ DGAC
- ○ Germany LBA
- ○ CAA-NL
- ○ UK CAA
- ○ Japan CAB
- ○ CAA of Israel
- ○ Other____

設計國AD編號 Original AD number	2026-0092

1. 直接採用原AD之內容? (Is the original AD directly adopted?)
   ◉ 是(Yes) ○ 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?)
   ○ 需要(Yes) ◉ 不需要(No)

備註 Note	ATA 32. Ref. Publications: Airbus ISB A350-32-P059 Revision 01 dated 28 November 2025.

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

Airworthiness Directive

AD No.: 2026-0092

Issued: 11 May 2026

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: 25 May 2026

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Main Landing Gear Bogie Pivot Pin and Bushes – Inspection

---

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The ISB: Airbus Inspection Service Bulletin (ISB) A350-32-P059 Revision 01.

The VSB: Safran Landing Systems (vendor) SB (VSB) 10-355-32-40.

Affected parts: Main landing gear (MLG) bogie pivot pin and bushes on right-hand (RH) and left-hand (LH) MLG.

Serviceable parts: Affected parts, which are new, or which have passed (no defect found) an inspection in accordance with the VSB, or which have been repaired in accordance with Airbus approved repair instructions, as defined in this AD.

Reason:

An occurrence was reported where, during a maintenance inspection, High Velocity Oxygen Fuel (HVOF) coating damage was observed on the MLG bogie pivot pins. Further investigations determined that the damage was caused by frictional heating under the excitation of particular runway surfaces (high-frequency oscillation of the bogie pivot joint), leading to thermal damage and potential cracking of the base material.

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

To address this potential unsafe condition, Airbus issued the ISB to provide inspection instructions.

For the reason described above, this AD requires repetitive detailed inspections (DET) of affected parts and, depending on findings, corrective action(s).

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:

Inspection(s):

(1) Before an affected part exceeds 70 100 flight hours (FH) or 13 700 flight cycles (FC), whichever occurs first since first installation on an aeroplane or since last overhaul, whichever occurs later, and, thereafter, at intervals not exceeding 70 100 FH or 13 700 FC (see Note 1 of this AD), whichever occurs first, accomplish DET of that affected part in accordance with the instructions of the VSB.

Note 1: The 70 100 FH or 13 700 FC interval for repetitive inspections, as required by paragraph (1) of this AD, is applicable for unrepaired affected parts. For parts that have been repaired in accordance with Airbus approved repair instructions, the interval specified in paragraph (1) of this AD must be replaced by the interval(s) for post-repair repetitive inspections as specified for each affected part in the applicable approved repair instructions, as applicable.

Corrective Action(s):

(2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the VSB, before next flight, replace the affected parts on that MLG with serviceable parts, in accordance with the instructions of the ISB.

Terminating Action:

(3) None.

Parts Installation:

(4) From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided that the affected part is a serviceable part, as defined in this AD, and, thereafter, it is inspected as required by this AD.

Ref. Publications:

Airbus ISB A350-32-P059 Revision 01 dated 28 November 2025.

Safran Landing Systems (vendor) SB 10-355-32-40 original issue dated 25 July 2025.

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. This AD was posted on 22 January 2026 as PAD 26-009 for consultation until 19 February 2026. 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.