適航指令發布單
Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2026-11-009	發布日期 Date issued	2026/11/17
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.		
主旨摘要 Subject	Stabilizers - Trimmable Horizontal Stabilizer Centre Joint Pivot Fitting - Inspections		

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	2026-0210

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 55. Ref. Publications: Airbus SB A350-55-P016 original issue dated 09 June 2026.

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.: 2026-0210

Issued: 03 November 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: 17 November 2026

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Trimmable Horizontal Stabilizer Centre Joint Pivot Fitting – Inspections

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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) A350-55-P016.

Affected areas: Upper and lower lugs on the Trimmable Horizontal Stabilizer (THS) rear support fitting, both left-hand (LH) and right-hand (RH) sides.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Groups:

Group 1 aeroplanes are aeroplanes on which Airbus mod 112564 has **not** been embodied.

Group 2 aeroplanes are aeroplanes on which Airbus mod 112564 has been embodied.

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Reason:

Several occurrences of cracked sealant, rotated attachment fasteners and migrated plain bushes have been reported at the THS centre joint pivot attachment fitting. Subsequent investigations determined that bush migration is primarily caused by insufficient interference fit between the plain bushes and the fitting lugs.

This condition, if not detected and corrected, could affect the structural integrity of the horizontal tail plane (HTP) rear support fitting joint, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB providing detailed inspection (DET) instructions of the THS centre joint pivot attachment fitting bushes for a potential migration, followed by, in case of findings, further DET for corrosion and Special Detailed Inspection (SDI) for cracks, or application of corrosion preventive compound when applicable, and corrective actions before further flight.

For the reasons described above, this AD requires repetitive inspections of the affected areas, as defined in this AD, and, depending on findings, accomplishment of 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 exceeding the inspection threshold and, thereafter, at intervals not exceeding the values as specified in Table 1 of this AD, as applicable, accomplish a DET of the affected areas in accordance with the instructions of the SB.

Table 1 – DET Threshold and Interval

Group	Inspection Threshold (since the aeroplane reference date)	Interval
1	12 400 flight cycles (FC), or 51 600 flight hours (FH), or 12 years, whichever occurs first	12 400 FC, or 51 600 FH, or 12 years, whichever occurs first
2	12 years	12 years

Corrective Action(s):

(2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is found, as defined in the SB, accomplish the applicable corrective actions, depending on findings, in accordance with the instructions of, and within the compliance time as identified in, the SB (see Note 1 of this AD).

Note 1: The ‘applicable corrective action’, as identified in paragraph (2) of this AD, may include, depending on findings, contacting Airbus for approved corrective instructions and the accomplishment of those instructions accordingly, and/or accomplishment of follow-on action(s).

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For the purpose of this AD, reporting of inspection findings is not part of the 'applicable corrective action'.

Terminating Action(s):
(3) None.

Ref. Publications:
Airbus SB A350-55-P016 original issue dated 09 June 2026.

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. The original issue of this AD was posted on 18 September 2026 as PAD 26-110 for consultation until 16 October 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.

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