



Airworthiness Directive

AD No.: 2018-0234

Issued: 30 October 2018

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: 13 November 2018

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Exhaust – Thrust Reverser Actuators – Greasing / Master Minimum Equipment List Restriction – Amendment

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:

Affected TRA: Thrust reverser actuators (TRA), all Part Numbers.

The AOT: Airbus Alert Operators Transmission (AOT) A78P001-18 Revision 01 (or later revision).

The FOT: Flight Operators Transmission (FOT) Ref. 999.0083/18.

The MER: Airbus A350 Master Minimum Equipment List (MMEL), Major Event Revision (MER), dated 22 October 2018.

The Goodrich SB: Goodrich SB RA35078-048.



Reason:

Operators of A350 aeroplanes have reported some occurrences of TRA jamming. Further investigation results indicated that the ball bearings inside the TRA are suffering from corrosion due to lack of grease and are degrading with time.

This condition, if not corrected, could lead to an inadvertent thrust reverser sleeve deployment, possibly resulting in reduced control or performance of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT to provide instructions for repetitive TRA greasing to prevent actuator ball bearings degradation, and the MER that incorporates temporary restrictions of the MMEL items related to thrust reverser actuation system. The AOT also provides instructions to replace certain affected TRA, depending on condition and previously applied greasing.

For the reasons described above, this AD requires implementation of certain dispatch restrictions. This AD also requires repetitive greasing of each affected TRA and replacement of certain affected TRA, depending on condition.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

MMEL Changes / Dispatch Restrictions:

- (1) Within 30 days after the effective date of this AD, implement the MMEL changes, as specified in the FOT, in accordance with the instructions of the MER, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

Concurrent Maintenance Requirement:

- (2) Concurrently with the MMEL update as required by paragraph (1) of this AD, implement or replace the related maintenance procedures (MP) listed in Table 1 of this AD which have been temporarily revised, inform all maintenance staff, and, thereafter, accomplish maintenance on the aeroplane accordingly,

Table 1 – Updated MP related to MMEL Item 78-09-01A

MP Task No.	MP Task Description
A350-A-78-3X-XX-05001-560A-A	Confirmation of the T/R Tertiary Lock Monitoring System Functionality
A350-A-78-3X-XX-03001-560A-A	Deactivation of the T/R Locking System
A350-A-78-3X-XX-03001-760A-A	Reactivation of the T/R Locking System

Repetitive Greasing:

- (3) Within 4 months or 250 flight cycles (FC), whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 4 months or 250 FC, whichever occurs first, accomplish greasing of each affected TRA in accordance with the instructions of the AOT and the instructions of the Goodrich SB.



Affected TRA Replacement:

- (4) Within the compliance time specified in Table 2 of this AD, as applicable, replace each affected TRA with a serviceable TRA in accordance with the instructions of the AOT.

Table 2 – One-time Replacement (see Note 1 of this AD)

Condition of Affected TRA		Compliance Time
1	First greasing was performed before 500 FC, in accordance with instructions of Goodrich SB original issue or Revision 1, thereafter repeated at intervals not exceeding 250 FC	None (no replacement required)
2	First greasing was performed before 500 FC, in accordance with instructions of Goodrich SB original issue or Revision 1, thereafter repeated at intervals not exceeding 500 FC	Before exceeding 3 500 FC
3	Condition other than described in 1 or 2 above	Whichever occurs later, A or B : A – Before exceeding 2400 FC B – Within 250 FC or 4 months, whichever occurs first after the effective date of this AD

Note 1: Unless specified otherwise, the FC indicated in Table 1 of this AD are those accumulated by an affected TRA since first installation of that TRA on an aeroplane.

Terminating Action:

- (5) None.

Ref. Publications:

Airbus AOT A78P001-18 Revision 01 dated 16 October 2018.

Airbus A350 MMEL MER dated 22 October 2018.

Airbus FOT Ref. 999.0083/18 original issue dated 22 October 2018.

Goodrich SB RA35078-048 original issue dated 22 June 2018, or Revision 1 dated 26 October 2018.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.



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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: continued-airworthiness.a350@airbus.com.

