Airworthiness Directive

AD No.: 2019-0175

Issued: 19 July 2019

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: 02 August 2019

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Power Plant – Engine Mounts and Thrust Links Washers – Inspection / Replacement

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers as identified in the AOT.

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

The AOT: Airbus Alert Operators Transmission (AOT) A71P016-19.

Serviceable part: Washers having a Part Number (P/N) defined as "correct" in the AOT.

Reason:
A case was reported by an A350-1041 operator where a front engine mount primary pin had moved axially out of place. Investigations revealed that washers with incorrect P/N had been installed on the subject engine mount pins. A350-941 aeroplanes are also considered as potentially affected. The engine mount assembly has a fail-safe design, loads are carried by two links in the left-hand and righ-hand positions and in case of failure, a "fail-safe" link pin in the centre position is activated and takes the loads.

This condition, if not detected and corrected, may lead to disengagement of a primary engine mount pin, which along with an additional failure of the “fail-safe” link pin, could possibly result in in-flight detachment of an engine, with consequent reduced control of the aeroplane.

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

For the reasons described above, this AD requires a one-time inspection of the washers installed on the front and rear engine mount primary pins and thrust links pins of both engines, and depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

(1) Within 30 days after the effective date of this AD, inspect the washers installed on the front and rear engine mount primary pins and the washers installed on the thrust links pins of both engines (depending on TRENT XWB engine model and configuration) in accordance with the instructions of the AOT.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, it is identified that an installed washer is incorrect, as defined in the AOT, and the associated pin is found in place, before next flight replace the washer with a serviceable part in accordance with the instructions of the AOT.

(3) If, during the inspection as required by paragraph (1) of this AD, it is identified that an installed washer is incorrect, as defined in the AOT, and the associated pin is found axially moved, before next flight contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Reporting:

(4) Within 60 days after the inspection as required by paragraph (1) of this AD, report the results (including no findings) to Airbus.

Ref. Publications:

Airbus AOT A71P016-19 original issue dated 15 July 2019.

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. 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 Programming and Continued Airworthiness 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: AIRBUS XWB, E-mail: continued-airworthiness.a350@airbus.com.