



Airworthiness Directive

AD No.: 2024-0060R1

Issued: 16 April 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: Revision 1: 23 April 2024
Original issue: 20 March 2024

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2024-0060 dated 06 March 2024.

ATA 54 – Nacelles / Pylons – Air Intake Cowl – Inspection

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) A350-54-P009, which refers to Collins Aerospace SB RA35071-029.

Affected part: Engine air inlet cowls having Part Number (P/N) 351-1500-505, all serial numbers (s/n); or having P/N 352-1500-503 and s/n 00269001, 00270001, 00303001, 00304001, 00323001, 00324001, 00365001, 00366001, 00367001, 00368001, 00430001, 00441001, 00442001, 00445001, 00446001, 00451001, 00452001, 00453001 or s/n 00454001.

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.



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

Reason:

During maintenance checks, Nacelle Anti-Icing (NAI) forward bulkheads have been found with elongated locating holes. The locating holes are used during the manufacturing process and, before aeroplane delivery, are closed by fasteners. It has been determined that these fasteners, if loose, may vibrate and cause elongation of the locating holes which, eventually, can reduce the NAI performance.

This condition, if not detected and corrected, could lead to the undetected loss of NAI protection on both engines, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions for the affected parts.

For the reasons described above, EASA issued AD 2024-0060 requiring special detailed inspection (SDI) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, questions about the Part(s) Installation requirement have been received. Consequently this AD is revised to add Note 1 to the above paragraph.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

(1) For Group 1 aeroplanes: Within 78 months after 20 March 2024 [the effective date of the original issue of this AD], or 144 months since aeroplane date of manufacture, whichever occurs first, accomplish SDI of each affected part in accordance with the instructions of the SB.

Corrective Action(s):

(2) If, during the SDI as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, contact Collins Aerospace for approved corrective action instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Reporting:

(3) Within 30 days after accomplishment of each SDI as required by paragraph (1) of this AD, report the inspection results (including no findings) to Collins Aerospace. This can be accomplished in accordance with the instructions of the SB.

Part(s) Installation:

(4) For Group 1 and Group 2 aeroplanes: From 20 March 2024 [the effective date of the original issue of this AD], it is allowed to install an affected part on an aeroplane, provided that, before installation, that affected part is inspected, and, depending on findings, corrected, as required by this AD.



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

Ref. Publications:

Airbus SB A350-54-P009 original issue dated 22 December 2023.

Collins Aerospace SB RA35071-029 original issue dated 16 November 2023.

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. The original issue of this AD was posted on 05 February 2024 as PAD 24-019 for consultation until 04 March 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.

