European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0106

Issued: 07 May 2025

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: 21 May 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 54 – Wings – Pylon Primary Structure – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-1041 aeroplanes, manufacturer serial numbers (MSN) 0065, 0071, 0088, 0102, 0110, 0118, 0125, 0141, 0161, 0169, 0188, 0206, 0215, 0225, 0229, 0233, 0241, 0252, 0258, 0262, 0266, 0274, 0286, 0290, 0296, 0298, 0306, 0315, 0319, 0326, 0330, 0332, 0336, 0340, 0342, 0346, 0350, 0356, 0362, 0368, 0372, 0374, 0380, 0382, 0386, 0388, 0399, 0402, 0415, 0420, 0426, 0432 and 0446.

Definitions:

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

The SBs: Airbus Service Bulletin (SB) A350-54-P012 and SB A350-54-P013.

Affected areas: Primary structure of the left-hand (LH) and right-hand (RH) pylons.

Reason:

During visual inspections, missing chamfers under the heads of critical fasteners on the primary structure of both LH and RH pylons of A350-1041 aeroplanes have been detected.

This discrepancy could be attributed to a programming error or improper maintenance of cutting tools, which could result in improper fastener installation, potentially compromising the long-term structural integrity of the pylon.

This condition, if not detected and corrected, could lead to reduced fatigue life which could adversely affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SBs, as defined in this AD, providing instructions for inspection of the affected areas.

For the reason described above, this AD requires a one-time inspection of the affected areas and, depending on findings, accomplishment of applicable 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 20 000 flight cycles (FC) since aeroplane first flight, inspect the fasteners in the affected areas, in accordance with the instructions of the SBs (see Note 1 of this AD).

Note 1: Inspections of the fasteners in the affected areas of LH and RH pylons can be accomplished during separate maintenance visits.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the SBs, before next flight contact Airbus for approved repair instructions and, within the compliance time specified therein, but not exceeding 20 000 FC since aeroplane first flight, accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A350-54-P012 original issue dated 19 December 2024.

Airbus SB A350-54-P013 original issue dated 19 December 2024.

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 04 April 2025 as PAD 25-059 for consultation until 02 May 2025. 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 XWB, E-mail: continued-airworthiness.a350@airbus.com.