



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 20-036

**Issued:** 14 February 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Rear Cone Diagonal Struts – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 aeroplanes, manufacturer serial numbers 0035 to 0046 inclusive, 0048 to 0051 inclusive, 0053, 0054, 0056, 0057, 0058, 0061, 0062, 0066, 0067, 0068, 0073, 0074, 0075, 0077, 0079 and 0081.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A350-53-P054.

**Affected part:** Fuselage rear cone diagonal struts, located at frame (FR) 102 in section 19.

**Airbus date of manufacture:** The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.



**Reason:**

Occurrences have been reported of finding improperly locked diagonal struts, located in section 19 FR 102 of the fuselage, on the A350 production line. The teeth of the lock washers were incorrectly engaged, which could lead to a loss of tightening torque of an affected part.

This condition, if not detected and corrected, could affect the structural integrity of the surrounding parts, possibly resulting in failure at horizontal tail plane attachments or rear cone joints, possibly resulting in reduction or loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide instructions to inspect the installation of the affected parts.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of each affected part and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Before exceeding 7 200 flight cycles since Airbus date of manufacture, accomplish a DET of the strut lock washers of each affected part in accordance with the instructions of the SB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, an affected part is found incorrectly installed, or the lock washer teeth are not correctly engaged, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

**Reporting:**

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

**Ref. Publications:**

Airbus SB A350-53-P054 original issue dated 15 October 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 13 March 2020.
2. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).

4. For any question concerning the technical content of the requirements in this PAD, please contact Airbus, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

