



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-018

Issued: 24 February 2022

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 – Fasteners at Frame 96 Stringer 6 and 7 on Right Hand Side – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941, manufacturer serial numbers 0216, 0217, 0218, 0219, 0220, 0221, 0223, 0224, 0226, 0227, 0228, 0230, 0231, 0232, 0234, 0235, 0236, 0237, 0238, 0239, 0240, 0243, 0244, 0245, 0246, 0247, 0248, 0249, 0250, 0251, 0254, 0255, 0256, 0257, 0259, 0260, 0261, 0263, 0264, 0265, 0267, 0268, 0269, 0271, 0272, 0273, 0276, 0277, 0278, 0279, 0280, 0281, 0282, 0284, 0287, 0289, 0291, 0292, 0293, 0294, 0295, 0297, 0299, 0300, 0301, 0302, 0303 and 0305.

Definitions:

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

The inspection SB: Airbus Service Bulletin (SB) A350-53-P071.

The modification SB: Airbus SB A350-53-P058.

Affected part: Fasteners, installed at frame (FR) 96 stringers 6 and 7 on right-hand (RH) side, as specified in the SB.



Affected area : Fastener hole, fillet radius and collar area at FR 96 stringers 6 and 7 on RH side, as specified in the SB.

Airbus 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 engineering and manufacturing review, an interference was detected between the installed nut and the foot radius of FR 96, between stringer 6 and stringer 7, on RH side. Further investigation results revealed that the minimum distance requirements for nut installation are not fulfilled. Damage has been detected after the affected nut removal at FR 96 foot radius area on some aeroplanes.

This condition, if not detected and corrected, may affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the inspection SB to provide instructions to inspect the affected area (detailed inspection, high frequency eddy current and rototest inspection). Airbus also developed modification 114295, introducing an improved design of the affected parts, and published the modification SB providing instructions for retrofit installation.

For the reasons described above, this AD requires inspections of each affected area, and, depending on findings, accomplishment of the applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspections:

- (1) Before exceeding 7 300 flight cycles or 36 500 flight hours, whichever occurs first since Airbus date of manufacture, remove the affected parts and inspect the affected areas in accordance with the instructions of the inspection SB.

Corrective Action(s):

- (2) If, during the inspections as required by paragraph (1) of this AD, no damage is found, before next flight, install new fasteners and nuts with adapted aluminium washer in accordance with the instructions of the modification SB.
- (3) If, during the inspections as required by paragraph (1) of this AD, any damage is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.

Ref. Publications:

Airbus SB A350-53-P058 original issue dated 20 January 2022.

Airbus SB A350-53-P071 original issue dated 20 January 2022.

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



Remarks:

1. This Proposed AD will be closed for consultation on 24 March 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

