



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-024

Issued: 11 March 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 54 – Nacelles / Pylons – Pylons Rib 1 – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers as listed in the SB, as defined in this AD.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-54-P006.

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:

Excessively deep spot faces have been detected on the production line on rib 1 at the level of the front engine mount bolting. This could cause potential integration issues between the pylon and the front engine mount which could lead to interference damage.



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

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

For the reason described above, this AD requires a one-time inspection for clashes on the installation of the 3 pylon bolts at rib 1 (forward engine attachment on pylon), on both left-hand (LH) and right-hand (RH) sides, and, depending on findings, accomplishment of applicable corrective action(s) and/or additional action(s). For aeroplanes that do not have Airbus modification 112589 embodied, this AD requires simultaneous accomplishment of Airbus SB A350-71-P011.

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

Required as indicated, unless accomplished previously:

Inspections:

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish inspections of the 3 pylon bolts at rib 1 (forward engine attachment on pylon) LH and RH sides, in accordance with the instructions of the SB.

Table 1 – Compliance Time

Aeroplane	Compliance Time
A350-941	Before exceeding 10 000 flight cycles (FC) since Airbus date of manufacture
A350-1041	Before exceeding 6 500 FC since Airbus date of manufacture

Corrective Action(s):

- (2) If, during the inspections as required by paragraph (1) of this AD, any discrepancies are detected as identified in the SB, before next flight, accomplish all corrective actions, as applicable depending on aeroplane configuration, as specified in section 3.C of the SB. Where the SB instructs to contact Airbus for approved repair instructions, those instructions must be accomplished within the compliance time identified therein.

Ref. Publications:

Airbus A350 SB A350-54-P006 original issue dated 13 January 2022.

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 08 April 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.

