



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-028**

**Issued: 18 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 26 – Fire Protection – Engine Fire Extinguishing Pipes – Inspection

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers fitted with an affected engine, as defined in this AD.

**Definitions:**

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

**The AOT:** Airbus Alert Operators Transmission (AOT) A26P005-21 original issue, which refers to the Rolls-Royce Alert Non-Modification Service Bulletins (NMSB), as defined in this AD.

**The Rolls-Royce NMSB:** Rolls-Royce Alert NMSB TRENT XWB 26-AK834 (for A350-941) and NMSB TRENT XWB 26-AK835 (for A350-1041), as applicable.

**Affected areas:** Engine fire extinguishing pipes in engine core zone (Zone 2).



**Affected engine:** Rolls-Royce TRENT XWB-75, TRENT XWB-79, TRENT XWB-79B and TRENT XWB-84 engines, all serial number (s/n) up to s/n 21943 inclusive, and Rolls-Royce TRENT XWB-97 engines, all s/n up to 26184 inclusive, except engines having an s/n as listed in Appendix 1 of the Rolls-Royce NMSB, as applicable.

**Reason:**

During a first engine shop visit, an occurrence has been reported of protective caps found installed in the affected areas. Following investigations, it has been determined that protective caps may not have been removed before aeroplane delivery.

This condition, if not detected and corrected, could prevent extinguishing an engine fire.

To address this potential unsafe condition, Airbus published the AOT to provide inspection instructions.

For the reasons described above, this AD requires a one-time special detailed inspection (SDI) of the affected areas and, depending on findings, removal of the protective caps.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 4 months after the effective date of this AD, inspect the affected area of each affected engine in accordance with the instructions of the AOT (see Note 1 of this AD).

Note 1: Accomplishment on an aeroplane of one of the procedures identified in the Note in Paragraph 1 of the AOT, is acceptable to comply with the requirements of paragraph (1) and (2), as applicable, of this AD.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any protective cap is found installed, before next flight, remove that cap in accordance with the instructions of the AOT.

**Ref. Publications:**

Airbus AOT A26P005-21 original issue dated 17 March 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 01 April 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). 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](mailto:continued-airworthiness.a350@airbus.com).

