



Airworthiness Directive

AD No.: 2022-0065

Issued: 07 April 2022

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

Type/Model designation(s):

A350 aeroplanes

Effective Date: 30 April 2022

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 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 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 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 areas 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.

Rolls-Royce Alert NMSB TRENT XWB 26-AK834 original issue dated 09 March 2022.

Rolls-Royce Alert NMSB TRENT XWB 26-AK835 original issue dated 10 March 2022.

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 18 March 2022 as PAD 22-028 for consultation until 01 April 2022. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this.
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 A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

