



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-044**

**Issued: 11 April 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 29 – Hydraulic Power – Yellow Fire Shut Off Valve Grounding Wiring – Modification

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 aeroplanes, manufacturer serial numbers from 0006 up to 0044 inclusive.

**Definitions:**

For the purpose of this AD, the following definition applies:

**The SB:** Airbus Service Bulletin (SB) A350-29-P017.

**Reason:**

It has been identified that the path of the grounding wire of the engine fire shut off valve (FSOV), routed through the wing trailing edge, is not the shortest path.

This condition, if not corrected, increases the possibility of engine FSOV unavailability in case of uncontained engine rotor failure, possibly resulting in an uncontrolled engine fire.



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

For the reasons described above, this AD requires modification of the engine FSOV grounding wiring on left-hand (LH) and right-hand (RH) sides.

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

Required as indicated, unless accomplished previously:

**Modification:**

Within 19 months after the effective date of this AD, modify the wiring between the inboard fixed leading edge in wing and in the forward cargo compartment, on LH and RH sides, in accordance with the instructions of the SB.

**Ref. Publications:**

Airbus SB A350-29-P017 original issue dated 12 November 2018, or Revision 01 dated 07 April 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 09 May 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).

