



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-053**

**Issued: 10 May 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 S.A.S.

**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 21 – Air Conditioning – Forward Cargo Compartment Bracket Surface Protection – Modification

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 116392 has been embodied in production; and

Airbus A350-1041 aeroplanes, all MSN, except those on which Airbus mod 116393 has been embodied in production.

**Definitions:**

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

**Affected part:** For A350-1041 aeroplanes, aluminium bracket installed on titanium strut at frame (FR) 22 in zone C2-2 forward section; for A350-941 aeroplanes, aluminium bracket installed on carbon fibre reinforced plastic (CFRP) strut at FR22 and FR24 in zone C2-2 forward section.



**Groups:** Group 1 aeroplanes are those on which Airbus mod 109229 or mod 109230 has been embodied in production. Group 2 aeroplanes are those on which Airbus Service Bulletin (SB) A350-21-P031 at original issue or SB A350-21-P032 at original issue has been accomplished in service.

**Aeroplane 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:

It has been identified that, on certain aeroplanes, the surface protection of the affected part, as defined in this AD, is missing. These affected parts were embodied in production through mod 109229 (on A350-1041 aeroplanes) and mod 109230 (on A350-941 aeroplanes), and in service through SB A350-21-P031 (for A350-1041 aeroplanes) and SB A350-21-P032 (for A350-941 aeroplanes), both at original issue.

This condition, if not corrected, could lead to rupture of the ducting, reducing the efficiency of the cockpit air distribution system, which, in combination with smoke in the cockpit, could possibly result in impaired flight crew capability to control the aeroplane.

To address this potential unsafe condition, Airbus designed mod 116392 and mod 116393, introducing surface protection, and additionally revised SB A350-21-P031 and SB A350-21-P032 and issued SB A350-21-P044 to provide modification instructions.

For the reasons described above, this AD requires application of surface protection on the affected part.

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

Required as indicated, unless accomplished previously:

#### Modification:

- (1) For Group 1 aeroplanes: Before exceeding 78 months since aeroplane date of manufacture, apply surface protection on the affected part in accordance with the instructions of Airbus SB A350-21-P044.

#### Additional Work:

- (2) For Group 2 aeroplanes: Before exceeding 72 months since embodiment of Airbus SB A350-21-P031 or SB A350-21-P032 (both at original issue), as applicable, accomplish the actions identified as 'additional work' in, and in accordance with the instructions of, Airbus SB A350-21-P031 Revision 01 or SB A350-21-P032 Revision 01, as applicable.

#### Ref. Publications:

Airbus SB A350-21-P031 Revision 01 dated 15 February 2022.

Airbus SB A350-21-P032 Revision 01 dated 02 March 2022.

Airbus SB A350-21-P044 original issue dated 15 February 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 07 June 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).

