



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-101

Issued: 28 July 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 53 – Fuselage – Belly Fairing Upper Wing Panel Fasteners – Inspection

Manufacturer(s):

Airbus S.A.S., formerly Airbus

Applicability:

Airbus A350-1041 aeroplanes, all 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) A350-53-P073.

Affected BF panel: Belly fairing (BF) access panels 195DT, 196DT, 195ET and 196ET.

Reason:

An occurrence has been reported of loud noise and vibration in the BF area above the wings. The subsequent inspection revealed missing fasteners on the upper fastener line at the sewing angle attachment of the BF access panel 196ET. Further investigation determined that inappropriate self-locking nuts may have been used to install affected BF panels on the final assembly line.



This condition, if not detected and corrected, could lead to in-flight detachment of an affected BF panel, possibly resulting in damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide instructions to inspect the affected BF panels. Airbus also developed production modification 116929 to introduce different self-locking nuts for the affected BF panels, increasing the design robustness.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the affected BF panels and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 18 months after the effective date of this AD, accomplish a DET of the fasteners of each affected BF panel in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, any defect, as specified in the SB, is identified on an affected BF panel, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.
- (3) Where the SB provides instructions to “contact Airbus for further instructions”, before next flight, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A350-53-P073 original issue dated 09 June 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 25 August 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

