



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-109

Issued: 16 August 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 25 – Equipment / Furnishings – AFT Galley Complex Lower Attachment Studs – Inspection / Replacement

Manufacturer(s):

Airbus S.A.S.

Applicability:

Airbus A350-941 aeroplanes, manufacturer serial numbers (MSN) 0044, 0046, 0058, 0077, 0095, 0116, 0133, 0140, 0142, 0146-0151 inclusive, 0153-0155 inclusive, 0157-0160 inclusive, 0162-0165 inclusive, 0167, 0168, 0170, 0172-0187 inclusive, 0189-0193 inclusive, 0195-0205 inclusive, 0207-0214 inclusive, 0217, 0218, 0221, 0224, 0226, 0228, 0231, 0234-0237 inclusive, 0239, 0240, 0243, 0245-0247 inclusive, 0249-0251 inclusive, 0255, 0259 and 0289; and

A350-1041 aeroplanes, MSN 0118, 0161, 0169, 0188, 0206, 0215, 0225, 0229, 0233, 0241, 0252, 0262, 0286 and 0296.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A25P023-22.

Affected galley: AFT galley complex, positions G4AR, G4A, G4AL and G4M.



Affected part: Lower attachment studs, having Part Number (P/N) XP14-070-007800, attaching affected galleys to the aeroplane structure.

Serviceable part: Lower attachment studs, having P/N XP14-070-019100, attaching affected galleys to the aeroplane structure.

Reason:

Occurrences have been reported of finding broken affected parts on affected galleys. Investigation is still on-going to identify the root cause. Initial investigation results indicate that the lower attachment studs found broken have had a hydrogen-induced failure. The affected galleys, as defined in this AD, have been identified as being concerned by this issue.

This condition, if not detected and corrected, could lead to galley module detachment, with consequent injury to cabin crew and/or passengers, and possibly resulting in reduced evacuation capacity from the aeroplane in case of an emergency.

To address this potential unsafe condition, Airbus will issue the AOT to provide instructions for inspection of the affected parts, as defined in this AD.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 3 months after the effective date of this AD and, thereafter, at intervals not to exceed 4 400 flight hours, accomplish a DET of each affected part in accordance with the instructions of the AOT, or in accordance with approved instructions issued by Airbus DOA.

Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, any affected part of an affected galley is found fractured, before next flight, replace each affected part of that affected galley with a serviceable part, as defined in this AD, in accordance with the instructions of the AOT, or in accordance with approved instructions issued by Airbus DOA.

Terminating Action(s):

- (3) Replacing each affected part on an aeroplane with a serviceable part constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

Parts Installation:

- (4) From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

Airbus AOT A25P023-22 original issue [expected to be issued by mid-September 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 13 September 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.

