



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-150

Issued: 09 November 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: This AD supersedes EASA AD 2022-0011 dated 21 January 2022.

ATA 57 – Wings – Upper / Lower Wing Skin Cover Edge Glow Sealant – Inspection / Modification

Manufacturer(s):

Airbus S.A.S.

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers (MSN) as listed in the inspection SB and/or the modification SB#1 and/or the modification SB#2, as defined in this AD.

Definitions:

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

Affected areas: Stringer edges on left-hand (LH) and right-hand (RH) wings.

The inspection SB: Airbus Service Bulletin (SB) A350-57-P067.

The modification SB#1: Airbus SB A350-57-P070.

The modification SB#2: Airbus SB A350-57-P072, SB A350-57-P073 or SB A350-57-P074, as applicable to aeroplane MSN.



Groups: Group 1 aeroplanes are those with an MSN listed in the inspection SB. Group 2 aeroplanes are those with an MSN listed in the modification SB#1, except aeroplanes on which Airbus modification 116294 was embodied in production. Group 3 aeroplanes are those with an MSN listed in the modification SB#2.

Note 1: Depending on aeroplane configuration, an aeroplane can belong to several groups.

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:

Occurrences have been reported from the A350 production line of missing or incorrect application of the lightning strike edge glow sealant protection at specific locations on the wing tanks. This sealant provides the second layer of protection to prevent stringer edge glow in case of lightning strike.

This condition, if not detected and corrected, combined with a pre-existing undetected incorrect installation of an adjacent fastener, could create an ignition source for the fuel vapour inside the tanks, which, in case of a lightning strike of high intensity in the immediate area, could possibly result in ignition of the fuel-air mixture in the affected fuel tank and consequent loss of the aeroplane.

To address this potential unsafe condition, Airbus issued the inspection SB to provide inspection instructions. Consequently, EASA issued AD 2020-0220 to require a one-time detailed inspection (DET) of the affected areas and, depending on findings, accomplishment of applicable corrective action(s).

Since EASA AD 2020-0220 was issued, Airbus published the modification SB#1, for certain A350-941 aeroplanes, to restore two independent layers of lightning strike protection on the wing upper cover. Consequently, EASA issued AD 2022-0011 to require modification of those aeroplanes.

Since EASA AD 2022-0011 was issued, Airbus published the modification SB#2, for certain A350-941 and A350-1041 aeroplanes, to restore the two independent layers of lightning strike protection on the wing lower or upper cover.

For the reason described above, this AD retains the requirements of EASA AD 2022-0011, which is superseded, and requires accomplishment of the modification SB#2 to correct the missing sealant by restoring the two independent layers of lightning strike protection.

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

Required as indicated, unless accomplished previously:

Re-statement of the Requirements of EASA AD 2022-0011:

Inspection:

- (1) For Group 1 aeroplanes: At the next scheduled maintenance tank entry, or before exceeding 78 months since aeroplane date of manufacture, whichever occurs first after 27 October 2020



[the effective date of EASA AD 2020-0220], accomplish a DET of each affected area in accordance with the instructions of the inspection SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the inspection SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.

Modification (Upper Rib Feet for A350-941):

- (3) For Group 2 aeroplanes: At the next scheduled maintenance tank entry, or before exceeding 78 months since aeroplane date of manufacture, whichever occurs first after 04 February 2022 [the effective date of EASA AD 2022-0011], apply sealant to the upper rib feet in the LH and RH wings in accordance with the instructions of the modification SB#1.

New Requirements of this AD:**Modification (Lower Rib Feet for A350-941 and Upper Rib Feet for A350-1041):**

- (4) For Group 3 aeroplanes: At the next scheduled maintenance tank entry, or before exceeding 78 months since aeroplane date of manufacture, whichever occurs first after the effective date of this AD, apply sealant to the lower or upper rib feet, as applicable, in the LH and RH wings in accordance with the instructions of the modification SB#2.

Ref. Publications:

Airbus SB A350-57-P067 original issue dated 17 September 2020.

Airbus SB A350-57-P070 original issue dated 28 July 2021 or Revision 01 dated 14 March 2022.

Airbus SB A350-57-P072 original issue dated 24 June 2022.

Airbus SB A350-57-P073 original issue dated 24 June 2022.

Airbus SB A350-57-P074 original issue dated 24 June 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 December 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 A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

