



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-019

**Issued:** 05 February 2024

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 54 – Nacelles / Pylons – Air Intake Cowl – Inspection

**Manufacturer(s):**

Airbus S.A.S.

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A350-54-P009, which refers to Collins Aerospace SB RA35071-029.

**Affected part:** Engine air inlet cowls having Part Number (P/N) 351-1500-505, all serial numbers (s/n); or having P/N 352-1500-503 and s/n 00269001, 00270001, 00303001, 00304001, 00323001, 00324001, 00365001, 00366001, 00367001, 00368001, 00430001, 00441001, 00442001, 00445001, 00446001, 00451001, 00452001, 00453001 or s/n 00454001.

**Groups:** Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.



**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:**

During maintenance checks, Nacelle Anti-Icing (NAI) forward bulkheads have been found with elongated locating holes. The locating holes are used during the manufacturing process and, before aeroplane delivery, are closed by fasteners. It has been determined that these fasteners, if loose, may vibrate and cause elongation of the locating holes which, eventually, can reduce the NAI performance.

This condition, if not detected and corrected, could lead to the undetected loss of NAI protection on both engines, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions for the affected parts.

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

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**Inspection(s):**

- (1) For Group 1 aeroplanes: Within 78 months after the effective date of this AD, or 144 months since aeroplane date of manufacture, whichever occurs first, accomplish SDI of each affected part in accordance with the instructions of the SB.

**Corrective Action(s):**

- (2) If, during the SDI as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, contact Collins Aerospace for approved corrective action instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

**Reporting:**

- (3) Within 30 days after accomplishment of each SDI as required by paragraph (1) of this AD, report the inspection results (including no findings) to Collins Aerospace. This can be accomplished in accordance with the instructions of the SB.

**Part(s) Installation:**

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided that, before installation, that affected part is inspected, and, depending on findings, corrected, as required by this AD.

**Ref. Publications:**

Airbus SB A350-54-P009 original issue dated 22 December 2023.

Collins Aerospace SB RA35071-029 original issue dated 16 November 2023.



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 04 March 2024.
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 S.A.S. A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

