



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-026

Issued: 19 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: This AD supersedes EASA AD 2022-0196 dated 20 September 2022.

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, 0049, 0050, 0052, 0055-0057 inclusive, 0060, 0066, 0067, 0073, 0074, 0080, 0082, 0086, 0087, 0091, 0092, 0094, 0095, 0098, 0105, 0111, 0112, 0115, 0117, 0121, 0123, 0124, 0127, 0129, 0130, 0132, 0135, 0136, 0138, 0142, 0143-0146 inclusive, 0149-0151 inclusive, 0153, 0157, 0159, 0160, 0162-0165 inclusive, 0167, 0168, 0172-0179 inclusive, 0181-0185 inclusive, 0187, 0189-0193 inclusive, 0195, 0197-0199 inclusive, 0201-0204 inclusive, 0207-0214 inclusive, 0217, 0218, 0221, 0224, 0228, 0231, 0234-0237 inclusive, 0239, 0240, 0243, 0246, 0247, 0249, 0251, 0255, 0256, 0257, 0260, 0267, 0268, 0270, 0277, 0279, 0280, 0281, 0283-0285 inclusive, 0287, 0292, 0295, 0297 and 0299; and

A350-1041 aeroplanes MSN 0065, 0071, 0088, 0102, 0110, 0118, 0125, 0141, 0161, 0169, 0188, 0206, 0215, 0225, 0229, 0233, 0241, 0252, 0258, 0262, 0266, 0274, 0286, 0290, 0296 and 0298.

Definitions:

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



The AOT: Airbus Alert Operators Transmission (AOT) A25P023-22 Revision 03.

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

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

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

Groups:

Group 1 aeroplanes are A350-941 aeroplanes MSN 0044, 0056, 0067, 0086, 0087, 0095, 0129, 0136, 0142, 0146, 0149-0151 inclusive, 0153, 0157, 0159, 0160, 0162-0165 inclusive, 0167, 0168, 0172-0179 inclusive, 0181-0185 inclusive, 0187, 0189-0193 inclusive, 0195, 0197-0199 inclusive, 0201-0204 inclusive, 0207-0214 inclusive, 0217, 0218, 0221, 0224, 0228, 0231, 0234-0237 inclusive, 0239, 0240, 0243, 0246, 0247, 0249, 0251, 0255, 0279 and 0297; and A350-1041 aeroplanes MSN 0118, 0161, 0169, 0188, 0206, 0215, 0225, 0229, 0233, 0241, 0252, 0262, 0286 and 0296.

Group 2 aeroplanes are applicable A350-941 and A350-1041 aeroplanes which are not Group 1.

Reason:

Occurrences have been reported of finding broken affected parts on affected galleys. Investigation results indicated that the broken affected parts 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 published the AOT at original issue (later revised at Revision 01) to provide instructions for inspection of the affected parts, as defined in this AD. Consequently, EASA AD 2022-0196 was issued to require repetitive detailed inspections (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since EASA AD 2022-0196 was issued, it has been determined that additional aeroplanes are affected, and that all affected parts must be replaced with serviceable parts. The AOT Revision 02 (later revised) has been published to add in the 'Applicability' of this revised AOT the additional affected aeroplanes MSN.

For the reasons described above, this AD retains the requirements of the EASA AD 2022- 0196, which is superseded, extends the applicability and requires the replacement of all affected parts.

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 3 months after 04 October 2022 [the effective date of EASA AD 2022-0196], and, thereafter, at intervals not to exceed 4 400 flight hours (FH), 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.
- (2) For Group 2 aeroplanes: Within 6 months after the effective date of this AD 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):

- (3) For Group 1 and Group 2 aeroplanes: If, during any DET as required by paragraph (1) or (2) of this AD, as applicable, any affected part of an affected galley of an aeroplane is found fractured, before next flight, replace each affected part of all affected galleys of that aeroplane 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.

Parts Replacement:

- (4) For Group 1 and Group 2 aeroplanes: Unless already done as required by paragraph (3) of this AD, within the compliance time specified in Table 1 of this AD, replace each affected part of all affected galleys with a serviceable part in accordance with the instructions of the AOT, or in accordance with approved instructions issued by Airbus DOA.

Table 1 – Affected Parts Replacement Compliance Time

Group	Compliance Time
1	Within 4 400 FH since the last DET as required by paragraph (1) of this AD.
2	Within 4 400 FH after the DET as required by paragraph (2) of this AD.

Credit:

- (5) Inspection and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOT at original issue, Revision 01 or Revision 02, are acceptable to comply with the requirements of paragraphs (1) to (4) of this AD, as applicable, for that aeroplane.

Terminating action:

- (6) Replacement of each affected part of all affected galleys of an aeroplane with a serviceable part, as required by paragraph (3) or (4) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

Alternative method:

- (7) Replacement of each affected part of all affected galleys of an aeroplane with a serviceable part, as required by paragraph (3) or (4) of this AD, as applicable, constitutes an acceptable alternative method to comply with the inspection as required by paragraph (1) or (2) of this AD, as applicable, for that aeroplane.



Ref. Publications:

Airbus AOT A25P023-22 original issue dated 20 September 2022, Revision 01 dated 27 September 2022, Revision 02 dated 30 November 2023 and Revision 03 dated 16 January 2024.

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 18 March 2024.
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.

