



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-132

Issued: 05 November 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 – Pylons Rib 9 – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, 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) A350-54-P011.

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:

Excessively deep spot faces have been detected on the production line on rib 9 at lower flange bolting with the lower spar.



This condition, if not detected and corrected, could lead to reduced fatigue life, which could adversely affect the structural integrity of the aeroplane.

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

For the reason described above, this AD requires a one-time inspection of the 2 pylon bolts at rib 9, on both left-hand (LH) and right-hand (RH) sides, 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 action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Before exceeding 18 000 flight cycles since aeroplane date of manufacture, inspect the 2 pylon bolts at rib 9, LH and RH sides, in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The inspection includes a Special Detailed Inspection of the spot faces and measurement of the spot face depth.

Corrective Action(s):

- (2) If, during the inspections as required by paragraph (1) of this AD, any discrepancies are detected, as identified in the SB, within the compliance time as specified in the SB, accomplish the corrective actions, as applicable, depending of the spot faces conditions, as specified in section 3.C of the SB. Where the SB instructs to contact Airbus for approved repair instructions, this AD requires to contact Airbus for corrective action(s) instructions, and within the compliance time specified therein, to accomplish those instructions accordingly.

Ref. Publications:

Airbus A350 SB A350-54-P011 original issue dated 04 July 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 03 December 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 A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

