European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-172

Issued: 10 November 2025

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 2024-0060R1 dated 16 April 2024.

ATA 54 – Nacelles / Pylons – Air Intake Cowl – Inspection

Manufacturer(s):

Airbus

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 Revision 01, 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 reference date: 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. Consequently, EASA issued AD 2024-0060, later revised, requiring special detailed inspection (SDI) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

Since AD 2024-0060R1 was issued, it has been determined that a minimal value of 2 000 flight cycles (FC) is necessary to ensure that the inspection will detect discrepancies with high level of confidence.

For the reason described above, this AD retains the requirements of EASA AD 2024-0060R1, which is superseded, and amends the inspection threshold.

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) For Group 1 aeroplanes: Unless otherwise required by paragraph (2) of this AD, within 78 months after 20 March 2024 [the effective date of EASA AD 2024-0060], or 144 months since the aeroplane reference date, whichever occurs first, but not before that affected part accumulated 2 000 FC since first installation on an aeroplane , accomplish SDI of each affected part in accordance with the instructions of the SB.

(2) If, upon reaching 78 months after 20 March 2024 [the effective date of EASA AD 2024-0060], or 144 months since the aeroplane reference date, whichever occurs first, an affected part installed on that aeroplane has accumulated less than 2 000 FC since first installation on an aeroplane, the inspection of that affected part, as required by paragraph (1) of this AD, must be deferred until that part has accumulated 2 000 FC, without exceeding 2 050 FC, since first installation on an aeroplane.

Corrective Action(s):

(3) If, during the SDI as required by paragraph (1) or (2) of this AD, as applicable, 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

(4) Within 30 days after accomplishment of each SDI as required by paragraph (1) or (2) of this AD, as applicable, report the inspection results (including no findings) to Collins Aerospace. The SB provides instructions which are an acceptable method to comply with this requirement.

Credit:

(5) Inspections on an affected part which, at time of inspection, accumulated 2 000 FC or more since first installation on an aeroplane, accomplished in accordance with the instructions of Repair and Design Approval Forms (RDAF) 81078446/002/2022 issue A; RDAF 81081734/002/2022 issue A; RDAF 81139320/003/2022 issue A or RDAF 81147946/013/2022 issue A, are acceptable to comply with the requirements of paragraph (1) of this AD for that affected part.

(6) Inspections on an affected part which, at time of inspection, accumulated 2 000 FC or more since first installation on an aeroplane, accomplished in accordance with the instructions of Airbus SB A350-54-P009 original issue, are acceptable to comply with the requirements of paragraph (1) of this AD for that affected part.

Part(s) Installation:

(7) For Group 1 and Group 2 aeroplanes: From 20 March 2024 [the effective date of EASA AD 2024-0060], it is allowed to install an affected part having accumulated 2 000 FC or more since first installation on an aeroplane, provided that, before installation, that affected part has been inspected, and, depending on findings, corrected, as required by this AD.

(8) For Group 1 and Group 2 aeroplanes: From the effective date of the AD, it is allowed to install an affected part having accumulated **less** than 2 000 FC since first installation on an aeroplane. Following that installation, the aeroplane is effectively a Group 1, and that affected part must be inspected, and depending on findings, corrected, as required by paragraphs (1) to (3) of this AD, as applicable.

Note 1: Removal of an affected part from an aeroplane and subsequent re-installation of that part at the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as ‘install’ as specified in paragraphs (6) and (7) of this AD.

Ref. Publications:

Airbus SB A350-54-P009 original issue dated 22 December 2023, or Revision 01 dated 17 October 2025.

Collins Aerospace SB RA35071-029 original issue dated 16 November 2023, or Revision 01 dated 30 September 2025.

Airbus RDAF 81078446/002/2022 issue A dated 05 July 2022.

Airbus RDAF 81081734/002/2022 issue A dated 09 September 2022.

Airbus RDAF 81139320/003/2022 issue A dated 10 November 2022.

Airbus RDAF 81147946/013/2022 issue A dated 15 December 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 08 December 2025.

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.