



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-015

Issued: 27 January 2026

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 52 – Doors – Bulk Cargo Door Stop Screw – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, on which Airbus modification (mod) 103573 has been embodied in production, and on which mod 116251 has **not** been embodied in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-52-P074.

Aeroplane reference date: The date of transfer of title (ownership) at the time of first delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

Several occurrences have been reported of finding bulk cargo door stop screws with missing heads.



This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide repetitive inspection instructions.

For the reason described above, this AD requires repetitive general visual inspections (GVI) and detailed inspections (DET) of the bulk cargo door, 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:

Repetitive Inspection(s):

- (1) Within 13 400 flight cycles (FC) since aeroplane reference date and, thereafter, at intervals not to exceed 5 200 FC, accomplish a GVI of each bulk cargo door stop screw and a DET of each bulk cargo door stop fitting and of each frame connection to intercostal areas and fillet radius in accordance with the instructions of the SB (see Note 1 of this AD).

Note 1: The SB provides instructions to accomplish the GVI and the DETs, as referenced in paragraph (1) of this AD, and corrective actions, as applicable, as referenced in paragraph (2) of this AD, following a predefined sequence.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as specified in the SB, is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB (see Note 1 of this AD).

Where the SB provides instructions to “contact Airbus before next flight and obey the instructions given by Airbus”, this AD requires to contact Airbus before next flight and, within the compliance time specified in those instructions, to accomplish those instructions accordingly.

Terminating Action(s):

- (3) None.

Ref. Publications:

Airbus SB A350-52-P074 original issue dated 04 November 2025.

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 24 February 2026.



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.

