



## Airworthiness Directive

**AD No.:** 2023-0026

**Issued:** 30 January 2023

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** 13 February 2023

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 54 – Nacelles / Pylons – Pylons Rib 1 – Inspection

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**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers as listed in the SBs, as defined in this AD.

**Definitions:**

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

**The SBs:** Airbus Service Bulletin (SB) A350-54-P006 at Revision 01, applicable to left-hand (LH) side and SB A350-54-P008, applicable to right-hand (RH) side.

**Airbus 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 1 at the level of the front engine mount bolting. This could cause potential integration issues between the pylon and the front engine mount which could lead to interference damage.



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

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

For the reason described above, this AD requires a one-time inspection for clashes on the installation of the 3 pylon bolts at rib 1 (forward engine attachment on pylon), on both LH and RH sides, and, depending on findings, accomplishment of applicable corrective action(s) and/or additional action(s).

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

Required as indicated, unless accomplished previously:

#### Inspections:

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish inspections of the 3 pylon bolts at rib 1 (forward engine attachment on pylon) LH and RH sides, in accordance with the instructions of the SBs.

Table 1 – Compliance Time

Aeroplane	Compliance Time
A350-941	Before exceeding 10 000 flight cycles (FC) since Airbus date of manufacture
A350-1041	Before exceeding 6 500 FC since Airbus date of manufacture

#### Corrective Action(s):

- (2) If, during the inspections as required by paragraph (1) of this AD, any discrepancies are detected as identified in the SBs, before next flight, accomplish all corrective actions, as applicable depending on aeroplane configuration, as specified in section 3.C of the SBs. Where the SBs instruct to contact Airbus for approved repair instructions, this AD requires, before next flight, to contact Airbus for corrective action(s) instructions, and within the compliance time specified therein, to accomplish those instructions accordingly.

#### Credit:

- (3) Inspection and, depending on findings, corrective actions on aeroplane accomplished before the effective date of this AD in accordance with the instructions of Airbus SB A350-54-P006 at original issue are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD for that aeroplane.

#### Ref. Publications:

Airbus A350 SB A350-54-P006 original issue dated 13 January 2022, or Revision 01 dated 20 December 2022.

Airbus A350 SB A350-54-P008 original issue dated 20 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 11 March 2022 as PAD 22-024 for consultation until 08 April 2022. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS S.A.S. A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

