



Airworthiness Directive

AD No.: 2023-0068

Issued: 30 March 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 April 2023

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2020-0123 dated 29 May 2020.

ATA 57 – Wings – Centre Wing Box Fasteners – Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 109799 was embodied in production.

Definitions:

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

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

The SB: Airbus Service Bulletin (SB) A350-57-P036 Revision 3.

Affected part: Fasteners, installed on left-hand and right-hand sides of the centre wing box (CWB), as specified in the SB.



Reason:

During flight and fatigue testing, it was detected that some fasteners can rotate inside their fastener holes of the CWB. Further investigation identified insufficient friction for the application.

This condition, if not corrected, can lead to a crack of the fastener head sealant cover, followed by fuel vapour leakage inside the cabin, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued SB A350-57-P036 (original issue, later revised) to provide instructions to replace the affected parts with fasteners made from material that has improved friction efficiency. Consequently, EASA issued AD 2020-0123 requiring replacement of the affected parts.

Since that AD was issued, Airbus issued the SB, as defined in this AD, introducing additional work, to ensure the correct application of the fuel vapour barrier structure paint on the outside of the CWB.

For the reasons described above, this AD retains the requirements of EASA AD 2020-0123, which is superseded, and requires the additional work as specified in the SB.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Before exceeding 6 years since aeroplane date of manufacture, replace all affected parts in accordance with the instructions of the SB.

Additional Work:

- (2) For aeroplanes on which, before the effective date of this AD, affected parts have been replaced in accordance with the instructions of Airbus SB A350-57-P036 at original issue, or Revision 01, or Revision 02, before exceeding 6 years since that replacement, accomplish the 'additional work' as identified in, and in accordance with the instructions of, the SB.

Credit:

- (3) Replacement of affected parts on an aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus SB A350-57-P036 at original issue, or Revision 01, or Revision 02, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Acceptable Method:

- (4) Modification of an aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus Repair and Design Approval Form (RDAF) 81075036/007/2022, RDAF 81079963/004/2022, RDAF 81073946/006/2022#A, RDAF 81090479/018/2022#A, or RDAF 81090479/028/2022#A is an acceptable method to comply with the requirements of paragraph (2) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A350-57-P036 original issue dated 17 January 2020, or Revision 01 dated 19 January 2021, or Revision 02 dated 16 March 2022, and Revision 03 dated 12 December 2022.



The use of later approved revisions of the above-mentioned document 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 14 February 2023 as PAD 23-020 for consultation until 14 March 2023. 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.
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.

