



Airworthiness Directive

AD No.: 2024-0073

Issued: 18 March 2024

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: 01 April 2024

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Galley Lower Attachment Studs – Inspection – Maintenance Task

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes and A350-1041, all manufacturer serial numbers having a date of manufacture on 31 December 2023 or earlier.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A25P026-23 Revision 01.

Affected part: Lower attachment stud, having Part Number (P/N) XP14-070-001100, P/N XP14-070-005400, P/N XP14-070-007800, P/N XP14-070-008400 or P/N XP14-070-019100, for which the MP task, as defined in this AD, has been accomplished after the aeroplane date of manufacture and before January 2024; and lower attachment stud, having P/N XP14-070-019100, which has been installed after the aeroplane date of manufacture and before January 2024 in accordance with the instructions of Airbus AOT A25P023-22 Revision 01.



Affected galley: A galley with an affected part installed.

MP Task: Maintenance Procedure (MP) Task A350-A-25-31-xx-0x00x-720A-A – SUBTASK 2531XX-4010xxxxxxx – “Installation of the Lower Attachments”, where ‘x’, ‘xx’, ‘XX’ or ‘xxxxxxx’ represent any numerical sequence.

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. No further action is required by this AD on an aeroplane, after it has been determined that the aeroplane is a Group 2.

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:

Further to occurrences of broken lower attachment studs of the AFT galley complex reported by operators, Airbus issued the AOT A25P023-22 to require inspections and corrective actions of lower attachment studs attaching certain galleys to the aeroplane structure. During subsequent investigation, Airbus discovered that the MP task, as defined in this AD, provides inaccurate instructions to the operators (the required maximum distance between stud and threaded sleeve is missing in the MP task), which could lead to wrong installation of lower attachment studs. Airbus confirmed that the installation is correctly performed on aeroplanes in production.

This condition, if not detected and corrected, could lead to galley module detachment, with possible consequent injury to cabin crew and/or passengers, and/or reduced evacuation capacity from the aeroplane in case of an emergency.

To address this potential unsafe condition, Airbus issued the AOT to provide instructions for inspection of the affected parts, as defined in this AD, and released updated MP task, dated January 2024.

For the reasons described above, this AD requires a one-time inspection of the affected parts 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 actions required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD accomplish an inspection of each affected galley in accordance with the instructions of the AOT.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in section 5.5 of the AOT, is detected, before next flight, perform the applicable corrective actions in accordance with the instructions of the AOT.



Credit:

- (3) Inspection and corrective action(s), accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the Airbus AOT A25P026-23 at original issue, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that aeroplane.

Ref. Publications:

Airbus AOT A25P026-23 original issue dated 30 November 2023 and Revision 01 dated 16 January 2024.

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 2024 as PAD 24-024 for consultation until 13 March 2024. No comments were received during the consultation period.
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 A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

