



Airworthiness Directive

AD No.: 2022-0093

Issued: 25 May 2022

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

Type/Model designation(s):

A350 aeroplanes

Effective Date: 08 June 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Fasteners at Frame 96 Stringer 6 and 7 on Right Hand Side – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941, manufacturer serial numbers 0216, 0217, 0218, 0219, 0220, 0221, 0223, 0224, 0226, 0227, 0228, 0230, 0231, 0232, 0234, 0235, 0236, 0237, 0238, 0239, 0240, 0243, 0244, 0245, 0246, 0247, 0248, 0249, 0250, 0251, 0254, 0255, 0256, 0257, 0259, 0260, 0261, 0263, 0264, 0265, 0267, 0268, 0269, 0271, 0272, 0273, 0276, 0277, 0278, 0279, 0280, 0281, 0282, 0284, 0287, 0289, 0291, 0292, 0293, 0294, 0295, 0297, 0299, 0300, 0301, 0302, 0303 and 0305.

Definitions:

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

The inspection SB: Airbus Service Bulletin (SB) A350-53-P071.

The modification SB: Airbus SB A350-53-P058.

Affected part: Fasteners, installed at frame (FR) 96 stringers 6 and 7 on right-hand (RH) side, as specified in the SB.



Affected area : Fastener hole, fillet radius and collar area at FR 96 stringers 6 and 7 on RH side, as specified in the SB.

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:

During engineering and manufacturing review, an interference was detected between the installed nut and the foot radius of FR 96, between stringer 6 and stringer 7, on RH side. Further investigation results revealed that the minimum distance requirements for nut installation are not fulfilled. Damage has been detected after the affected nut removal at FR 96 foot radius area on some aeroplanes.

This condition, if not detected and corrected, may affect the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the inspection SB to provide instructions to inspect the affected area (detailed inspection, high frequency eddy current and rototest inspection). Airbus also developed modification 114295, introducing an improved design of the affected parts, and published the modification SB providing instructions for retrofit installation.

For the reasons described above, this AD requires inspections of each affected area, and, depending on findings, accomplishment of the applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspections:

- (1) Before exceeding 7 300 flight cycles or 36 500 flight hours, whichever occurs first since Airbus date of manufacture, remove the affected parts and inspect the affected areas in accordance with the instructions of the inspection SB.

Corrective Action(s):

- (2) If, during the inspections as required by paragraph (1) of this AD, no damage is found, before next flight, install new fasteners and nuts with adapted aluminium washer in accordance with the instructions of the modification SB.
- (3) If, during the inspections as required by paragraph (1) of this AD, any damage is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.

Ref. Publications:

Airbus SB A350-53-P058 original issue dated 20 January 2022.

Airbus SB A350-53-P071 original issue dated 20 January 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 24 February 2022 as PAD 22-018 for consultation until 24 March 2022. The Comment Response Documents 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 A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

