



Airworthiness Directive

AD No.: 2025-0209

Issued: 24 September 2025

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: 08 October 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Centre Wing Box and Belly Fairing Fasteners – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, manufacturer serial numbers 0005 through 0047 (inclusive).

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-57-P093.

Affected parts: Fasteners, installed on the left-hand (LH) and right-hand (RH) sides of the centre wing box (CWB) and belly fairings (BF), as specified in the SB.

Reason:

During manufacturing investigations on an early production A350-941 aeroplane, it was found that improper application of the fastener retorquing process at the CWB and BF junctions could lead to insufficient clamping. Fasteners with Part Number EN6115 code B were particularly susceptible to rotation, if not torqued correctly, potentially compromising structural integrity and compliance with electromagnetic hazard requirements.



This condition, if not corrected, could, in case of a fuel leak, create a source of ignition, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Airbus issued the SB to provide instructions to replace each affected part and to introduce additional head nut cap protection in the CWB and BF.

For the reason described above, this AD requires replacement of affected parts and introduction of additional head nut cap protection in the CWB and BF.

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:

Modification:

Before exceeding 78 months after the effective date of this AD, replace all affected parts and apply additional head nut cap protection in accordance with the instructions of the SB, as defined in this AD.

Ref. Publications:

Airbus SB A350-57-P093 original issue dated 17 June 2025.

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 20 August 2025 as PAD 25-131 for consultation until 17 September 2025. 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.

