Airworthiness Directive

AD No.: 2018-0108

Issued: 15 May 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A350 aeroplanes

Effective Date: 29 May 2018
TCDS Number(s): EASA.A.151
Foreign AD: Not applicable
Supersedure: None

ATA 52 – Door – Passenger Doors Frameside Fittings – Modification

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 aeroplanes, manufacturer serial numbers as listed in Airbus Service Bulletin (SB) A350-52-P012.

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) A350-52-P012.

Reason:
Due to the misinterpretation of the prevailing requirements for multimaterial (hybrid) joints of the passenger door frame fittings, the interfay sealant, which prevents water ingress, was only applied on the surface in direct contact with the aluminium parts and not between all surfaces of the joint parts. For sealing of multi-material-stacks involving aluminium, application of interfay sealant is necessary between all assembled parts, even between parts made of corrosion resistant material, in

order to ensure a double barrier to prevent water ingress in the joint and subsequent potential galvanic corrosion on the aluminium holes.

This condition, if not corrected, could lead to failure of the door to perform its intended function, possibly resulting in reduced evacuation capacity from the aeroplane during an emergency and consequent injury to occupants.

To address this unsafe condition, Airbus developed production mod 110790 and mod 109554 to improve protection against corrosion, and issued the SB to provide modification instructions for in-service pre-mod aeroplanes.

For the reasons described above, this AD requires a modification by adding sealant and protective treatment on the affected passenger doors.

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

Required as indicated, unless accomplished previously:

Modification:
Before exceeding 48 months since the aeroplane date of manufacture, apply additional corrosion protection to the hybrid joints of the doors 1, 2, 3 and 4, left-hand and right-hand sides, in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A350-52-P012 original issue, dated 07 September 2017.

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 22 January 2018 as PAD 18-008 for consultation until 19 February 2018. 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. For any question concerning the technical content of the requirements in this AD, please contact: Airbus XWB, E-mail: continued-airworthiness.a350@airbus.com.