



Airworthiness Directive

AD No.: 2018-0243

Issued: 08 November 2018

Note: This Airworthiness Directive (AD) 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, 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: 22 November 2018

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Bulk Cargo Door Hinge Arms – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-52-P015.

Affected BCD: Bulk cargo doors (BCD), as listed by Part Number (P/N) and serial number (s/n) in Appendix 2 of the SB.

Groups: Group 1 aeroplanes are those with an affected BCD installed. Group 2 aeroplanes are those that do not have an affected BCD installed. An aeroplane on which Airbus modification (mod) 111444 or 109217 has been embodied in production is a Group 2 aeroplane, provided that it remains in that configuration, and it is determined that no affected BCD is installed.



Reason:

BCD hinge arm disconnections have been reported by operators. Hinge arm bushes were found debonded and migrated. Analysis of the affected BCD hinge arms revealed that bonding behaviour is downgraded by application of zinc and nickel surface protection for bushes.

This condition, if not corrected, could lead, in case of ditching, to BCD opening inwards possibly resulting in reduced floatation time.

To address this potential unsafe condition, Airbus developed production mod 111444, introducing two bushes at the BCD hinge arms, to secure the bonded headed bushes in the nominal position, and published the SB to provide instructions for embodiment in service.

For the reasons described above, this AD requires modification of the hinge arms of the affected BCD, and re-identification of the affected BCD.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Within 48 months after the effective date of this AD, modify and re-identify each affected BCD in accordance with the instructions of the SB, or replace each affected BCD with a post-mod 111444 or post-mod 109217 BCD.
- (2) As an alternative to the re-identification requirement of paragraph (1) of this AD, it is acceptable to accomplish the actions as specified in paragraphs (2.1) and (2.2) of this AD.
 - (2.1) Clean a suitable surface next to the door identification label.
 - (2.2) Install a standard identification plate (e.g. NSA9117M7S), write the SB number on the identification plate with indelible ink, or use the stencilling method for permanent marking in accordance with Airbus A350 Maintenance Procedure Task A350-A-11-XX-XX-00001-691A-A, and protect it with polyurethane varnish for external structure.

Parts Installation:

- (3) It is allowed to install an affected BCD on an aeroplane, as specified by paragraph (3.1) or (3.2) of this AD, as applicable, provided that, prior to installation, the BCD has been modified and re-identified in accordance with the instructions of the SB, or re-identified as specified in paragraph (2) of this AD, as applicable.
 - (3.1) For Group 1 aeroplanes: After modification or replacement of all affected BCD on an aeroplane, as required by paragraph (1) of this AD, and re-identification as required by paragraph (1) of this AD, or as specified in paragraph (2) of this AD, as applicable.
 - (3.2) For Group 2 aeroplanes: From the effective date of this AD.



Ref. Publications:

Airbus SB A350-52-P015 original issue dated 26 April 2018.

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 16 August 2018 as PAD 18-116 for consultation until 13 September 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. 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus XWB (Airworthiness office), E-mail: continued-airworthiness.a350@airbus.com.

