



Airworthiness Directive

AD No.: 2019-0181R1

Issued: 12 November 2019

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, 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: Revision 1: 19 November 2019

Original issue: 09 September 2019

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2019-0181 dated 26 July 2019.

ATA 53 – Fuselage – Forward and Aft Cargo Door Latch Fitting External Lugs – Inspection / Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 107020 and mod 107049 have been embodied in production.

Definitions:

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

The applicable inspection SB: Airbus Service Bulletin (SB) A350-53-P045 and SB A350-53-P046, as applicable.

The applicable modification SB: Airbus SB A350-53-P011 and SB A350-53-P012, as applicable.

Affected part: Aluminium latch fittings located at frame (FR) 24 to FR25A and FR79 to FR80A in the lower part of the forward and aft cargo door surroundings.



Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.

Reason:

During an inspection of a prototype A350 aeroplane, external lugs of the cargo doors surrounding latch fittings, made of forging aluminium 7037, were found cracked due to unexpected behaviour of this material.

This condition, if not detected and corrected, could affect the structural integrity of the affected parts.

To address this potential unsafe condition, Airbus issued the applicable inspection SB to provide instructions to inspect the affected parts. Airbus also issued the applicable modification SB that includes replacement of the affected parts.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the external lugs of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since EASA AD 2019-0181 was issued, it was determined that corrective actions are only required when cracks are discovered following the DET as required by paragraph (1) of this AD. Consequently this AD is revised to replace the word “discrepancy” with “crack” in the paragraph (2) to match the wording of the applicable inspection SB.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within the compliance time specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 690 flight cycles (FC), accomplish a DET of the affected parts in accordance with the instructions of the applicable inspection SB.

Table 1 – Initial DET

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 3 600 FC or 72 months, whichever occurs first since Airbus date of manufacture
B	Within 690 FC after the effective date of this AD

Corrective Action(s) and Modification:

- (2) If, during any DET as required by paragraph (1) of this AD, any crack is detected, before next flight, replace all affected parts and modify the aeroplane in accordance with the instructions of the applicable modification SB.



Terminating Action:

- (3) Modification of an aeroplane in accordance with the instructions of the applicable modification SB constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A350-53-P045 original issue dated 19 December 2018.

Airbus SB A350-53-P046 original issue dated 19 December 2018.

Airbus SB A350-53-P011 original issue dated 17 December 2018.

Airbus SB A350-53-P012 original issue dated 17 December 2018.

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. The original issue of this AD was posted on 05 February 2019 as PAD 19-018 for consultation until 05 March 2019 and republished on 14 June 2019 as PAD 19-018R1 for additional consultation until 28 June 2019. 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 Programming and Continued Airworthiness 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: continued-airworthiness.a350@airbus.com.

