Airworthiness Directive

AD No.: 2020-0166

Issued: 27 July 2020

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: 10 August 2020
TCDS Number(s): EASA.A.151
Foreign AD: Not applicable
Supersedure: None

ATA 53 – Fuselage – Seat Track Extremities – Inspection / Repair

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers (MSN) as identified in the SB.

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

The SB: Airbus Service Bulletin (SB) A350-53-P061.

Affected areas: Seat track extremities between frame (FR) 40 and FR41, at 6 lateral stations, Y±280, Y±510 and Y±840, and between FR71 and FR72, at 4 lateral stations, Y±280 and Y±840, as indicated in the SB.

Airbus date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

Reason:

During a manufacturing process on the Airbus final assembly line, aimed at re-drilling the extremities of some spliced seat track elements to ensure a proper seat stud installation, it was identified that suitable protection treatment had not been applied between FR40 and FR41 and between FR71 and FR72, on certain MSN. Further investigation identified a potential structural deficiency at those seat track locations, providing insufficient resistance to environmental damage.

This condition, if not detected and corrected, could lead to seat or monument detachment during an emergency landing, possibly resulting in injury to occupants and preventing safe evacuation from the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the affected areas and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within the compliance time as defined in Table 1 of this AD, depending on configuration, accomplish a DET of the affected areas in accordance with the instructions of the SB.

Table 1 – Inspection

Configuration	Compliance Time
Seat stud in loaded area	Within 2 months after the effective date of this AD
Seat stud in unloaded area	Before exceeding 6 years since Airbus date of manufacture

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, deficiencies (as defined in the SB) are found, before exceeding the applicable thresholds as defined in the SB, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A350-53-P061 original issue dated 31 March 2020.

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 15 May 2020 as PAD 20-081 for consultation until 29 May 2020. 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. 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.