



Airworthiness Directive

AD No.: 2018-0031

Issued: 31 January 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: 07 February 2018

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Forward and Aft Cargo Door Frame Forks – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

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

Affected parts: Forward cargo doors, Part Number (P/N) WG102AGAAAAF and P/N WG102AKAAAAF, serial number (s/n) UH10007 to UH10022 inclusive, except s/n UH10009; and aft cargo doors P/N WH102AHAAAAAC and P/N WH102ALAAAAAC, s/n UH10008 to UH10022 inclusive.

The SB: Airbus Service Bulletin (SB) A350-52-P011.



Reason:

Following an inspection on the production line, paint peeling was found on forward and aft cargo door frame forks around the hook bolt hole. Subsequent investigations determined this had been caused by incorrect masking method during application of primer, top coat and Tartaric Sulfuric Anodizing (TSA) layer. As the cargo doors are located in an area with high corrosion sensitivity, where a surface protection with primer, top coat and TSA is specified, in case of paint peeling off, galvanic corrosion could develop.

This condition, if not detected and corrected, could lead to cargo door failure, possibly resulting in decompression of the aeroplane and injury to occupants.

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

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

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

Required as indicated, unless accomplished previously:

One-time Inspection:

- (1) Within 36 months after the aeroplane date of manufacture, or within 3 months after the effective date of this AD, whichever occurs later, accomplish a DET of each affected part, in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, any deficiency (as defined in the SB) is found, before next flight, restore the anti-corrosion protection of frame forks of the affected part in accordance with the instructions of the SB.

Part Installation:

- (3) From the effective date of this AD, it is allowed to install on an aeroplane a forward cargo door or an aft cargo door, provided the part is a serviceable part as defined in Note 1 of this AD.

Note 1: For the purpose of this AD, a serviceable forward cargo door or a serviceable aft cargo door is a part that is not identified as affected part, or is identified as affected part but it has passed a DET in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A350-52-P011 original issue, dated 12 May 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 December 2017 as PAD 17-179 for consultation until 12 January 2018. No comments were received during the consultation period.
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.

