



## Airworthiness Directive

**AD No.:** 2018-0290

**Issued:** 21 December 2018

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:** 04 January 2019

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2018-0045 dated 15 February 2018, including its Correction dated 22 February 2018.

### ATA 55 – Stabilizer – Vertical Stabilizer Tension Bolts – Modification

#### Manufacturer(s):

Airbus

#### Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 108307 and mod 110696 have been embodied in production, or mod 110898 has been embodied in production.

#### Definitions:

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

**The aeroplane 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.

**The SB:** Airbus Service Bulletin (SB) A350-55-P002.

**Groups:** Group 1 aeroplanes are those identified as Configuration 1 (Config.1) in the SB. Group 2 aeroplanes are those identified as Config.2 in the SB.



An agency of the European Union

**Reason:**

It was identified that the section 19 holes for the Vertical Tail Plane (VTP) tension bolts connection are not properly protected against corrosion.

This condition, if not corrected, could reduce the structural integrity of the VTP.

To address this unsafe condition, Airbus developed production mod 108307 and mod 110696 to improve protection against corrosion, and issued the SB to provide in-service modification instructions. Consequently, EASA issued AD 2018-0045 to require a modification by adding sealant and protective treatment to the head of the section 19 VTP tension bolts connection, at the barrel nut cavities and in the surrounding area.

Since that AD was issued, it was identified that the instructions for Group 2 aeroplanes, as identified in the SB, were not clear enough for proper accomplishment. Consequently, Airbus published Revision 01 of the SB to clarify those instructions for Group 2 aeroplanes.

For the reasons described above, this AD retains the requirements of EASA AD 2018-0045, which is superseded, and requires, for Group 2 aeroplanes, accomplishment of the modification in accordance with the instructions of Revision 01 of the SB.

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

Required as indicated, unless accomplished previously:

**Modification:**

Before exceeding 36 months since the aeroplane date of manufacture, or within the applicable alternative compliance time as defined in Table 1 of this AD, whichever occurs later, implement the means to protect the section 19 VTP frames connections in accordance with the instructions of the applicable SB, as defined in Table 1 of this AD.

Table 1 – VTP Tension Bolts Modification

Group	Alternative Compliance Time	Applicable SB
1	Within 6 months after 01 March 2018 [the effective date of EASA AD 2018-0045]	Original issue or Revision 01 of the SB
2	Within 6 months after the effective date of this AD	Revision 01 of the SB

**Ref. Publications:**

Airbus SB A350-55-P002 original issue dated 21 December 2017, or Revision 01 dated 13 November 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 November 2018 as PAD 18-157 for consultation until 14 December 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](mailto: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](mailto:continued-airworthiness.a350@airbus.com).

