Airworthiness Directive

AD No.: 2023-0176

Issued: 06 October 2023

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS S.A.S.

Type/Model designation(s):
A350 aeroplanes

Effective Date: 13 October 2023

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2023-0011R1 dated 23 February 2023.

ATA 53 – Fuselage – Cargo Compartment Panels Sealing Tape – Inspection

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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 AOT: Airbus Alert Operators Transmission (AOT) A53P016-22.

Affected part 1: Cargo sealing tapes installed between the cargo floor panels and the cargo loading system in longitudinal direction, in the forward and aft cargo compartment area.

Affected part 2: Cargo sealing tapes installed between the cargo floor panels and the floor structure in transversal direction, in the bulk cargo compartment area at frame 82.

Reason:
An occurrence was reported where, during a maintenance inspection of the forward and aft cargo compartments, sealing tape installed in longitudinal direction has been found squeezed-out from its original position. The root cause investigation is still on-going. At this stage, the investigation shows

that this migration could be the result of the loading of the panel, which introduces relative movement between the cargo floor panels and the cargo loading system, combined with the compression of the sealing tape.

This condition, if not detected and corrected, could affect the fire extinguishing system efficiency in the cargo compartment(s), possibly resulting in failure of the system to contain a cargo compartment fire over the complete diversion time.

To address this potential unsafe condition, Airbus issued the AOT (original issue and Revision 01) to provide inspection instructions for the affected parts 1 and EASA issued AD 2023-0011 (later revised) to require repetitive detailed inspections (DET) of the affected parts 1 and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, additional parts (affected parts 2) have been identified as affected by the same potential unsafe condition. The AOT has been revised accordingly, now at Revision 03.

For the reason described above, this AD retains the requirements of EASA AD 2023-0011R1, which is superseded, and expands the list of affected parts.

This AD is still considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding 8 days, accomplish a DET of each affected part 1 and 2, in accordance with the instructions of the AOT revision as specified in Table 1 of this AD, as applicable.

Table 1 - Inspection Compliance Time

Affected part	Compliance Time	AOT Revision
1	Within 30 days after 31 January 2023 [the effective date EASA AD 2023-0011]	Original issue
2	Within 30 days after the effective date of this AD	Revision 03

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies, as identified in the AOT, are detected on an affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT, or contact Airbus to obtain approved instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.

(3) Accomplishment of the corrective action(s) on an aeroplane, as required by paragraph (2) of this AD, can be deferred in accordance with the applicable instructions and limitations of the Airbus A350 Master Minimum Equipment List item as identified in AOT Revision 01.

Terminating Action(s):

(4) None.

Ref. Publications:

Airbus AOT A53P016-22 original issue dated 09 January 2023, Revision 01 dated 13 February 2023, Revision 02 dated 13 March 2023 or Revision 03 dated 13 September 2023.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

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. 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.