European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0247R1

Issued: 11 December 2025

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:	Type/Model designation(s):
AIRBUS S.A.S.	A350 aeroplanes

Effective Date:	Revision 1: 18 December 2025 Original Issue: 19 November 2025
TCDS Number(s):	EASA.A.151
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2025-0247 dated 05 November 2025, which superseded EASA AD 2024-0129 dated 05 July 2024.

ATA 53 – Fuselage – Forward and Aft Cargo Door Piano Hinges – Inspection

Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN).

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

The AOT: Airbus Alert Operators Transmission (AOT) A53P019-25.

Affected area 1: Forward (FWD) Cargo Door Surrounding (CDS) piano hinges 2 and 3.

Affected area 2: Aft (AFT) CDS piano hinges 2 and 3.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Reason:

An update of the stress analysis resulted in a new definition of interface load distribution between the FWD cargo door and the associated fuselage piano hinges. Further investigation revealed a risk of cracking and crack propagation on the affected parts, originating from opening-closing fatigue cycles of the FWD cargo door. Under this condition, door operation could cause damage to the FWD cargo door surrounding structure.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT A53P017-24 at original issue to provide inspection instructions for the affected parts. Consequently, EASA issued AD 2024-0098 to require a one-time detailed inspection (DET) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, it was determined that additional A350-1041 aeroplanes may be affected by the same potential unsafe condition, and that the compliance time can be determined taking also into account the latest accomplishment of the Airbus Maintenance Review Board Report (MRBR) Task 523000-00001-02S. The AOT A53P017-24 was revised accordingly, and EASA issued AD 2024-0129, retaining the requirements of EASA AD 2024-0098, which was superseded, expanding the Applicability to include additional MSNs and including reference to the Airbus MRBR Task 523000-00001-02S in the compliance time.

After that AD was issued, findings of sheared fasteners on FWD and AFT CDS at the lower flanges of piano hinges 2 and 3 were reported. Based on these findings, additional areas have been identified which may be affected by the same potential unsafe condition. Therefore, all A350 aeroplanes must be inspected, and repetitive inspections have to be implemented. Subsequently, Airbus issued the AOT, as defined in this AD, providing instructions for the repetitive inspections, and EASA published AD 2025-0247, retaining the requirements of EASA AD 2024-0129, which was superseded, expanding the Applicability to all A350 aeroplanes, requiring the accomplishment of repetitive inspections of the affected area, and depending on findings, the accomplishment of applicable corrective action(s).

Since that AD was issued, following further review by Airbus, it has been determined that the affected area 1 and the affected area 2 can be inspected during different aeroplane maintenance visits, allowing more flexibility for operators, while the initial issue of this AD, based on incorrect information, required the concurrent inspections of those areas.

For the reason described above, this AD is revised accordingly.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

(1) Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 1 700 flight cycles (FC), inspect each affected area 1 and 2 and the

Temporary Protection System (TPS), as applicable, in accordance with the instructions of the AOT.

Table 1 –Inspection of Affected Area 1, Affected Area 2 and TPS

Affected Area	Compliance Time
1	A, B, C, D or E, as applicable, whichever occurs later A) 1 700 FC since last accomplishment (*) of AOT A53P017-24 B) 1 700 FC since last accomplishment (*) of MRB 523000-00001-02S C) 1 700 FC since embodiment of Airbus SB A350-53-P030 D) 3 200 FC since aeroplane reference date E) 3 months after 19 November 2025 [the effective date of the original issue of this this AD]
2	F, G or H, as applicable, whichever occurs later F) 1 700 FC since last accomplishment (*) of MRB 523000-00001-02S G) 3 200 FC since aeroplane reference date H) 3 months after 19 November 2025 [the effective date of the original issue of this this AD]

(*) Before 19 November 2025 [the effective date of the original issue of this AD].

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any crack or damage is detected, before next flight, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

(3) If, during any inspection as required by paragraph (1) of this AD, any sheared-off fastener is detected, before next flight, accomplish a rototest in accordance with the instructions of the AOT and contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Ref. Publications:

Airbus AOT A53P019-25 original issue dated 01 September 2025.

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. The original issue of this AD was posted on 10 October 2025 as PAD 25-157 for consultation until 24 October 2025. 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 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.