# Airworthiness Directive

**AD No.: 2024-0129**

**Issued: 05 July 2024**

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

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|---|---|
| Effective Date: | 12 July 2024 |
| TCDS Number(s): | EASA.A.151 |
| Foreign AD: | Not applicable |
| Supersedure: | This AD supersedes EASA AD 2024-0098 dated 02 May 2024. |

## ATA 53 – Fuselage – Forward Cargo Door Piano Hinges – Inspection

**Manufacturer(s):**
Airbus

**Applicability:**
Airbus A350-941 aeroplanes manufacturer serial numbers (MSN) 0001 through 0645 (inclusive), except aeroplanes having Airbus modification (mod) 113979 embodied in production; and

A350-1041 aeroplanes, MSN 0059 through 0655 (inclusive), except aeroplanes having Airbus mod 114989 embodied in production.

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

**The AOT:** Airbus Alert Operators Transmission (AOT) A53P017-24.

**Affected parts:** Forward (FWD) cargo door piano hinges 2 and 3.

**Aeroplane date of manufacture:** 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 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).

Since 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 has been revised accordingly.

For the reasons described above, this AD retains the requirements of EASA AD 2024-0098, which is superseded, expands the Applicability to include additional MSNs and includes reference to the Airbus MRBR Task 523000-00001-02S in the compliance time.

**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, accomplish a DET of each affected part in accordance with the instructions of the AOT.

Table 1 – Inspection of FWD Cargo Door Piano Hinges 2 and 3

<table>
<tr><th rowspan="2">Aeroplane Model</th><th rowspan="2">Airbus Modification Service Bulletin 53-P030 Embodiment</th><th colspan="3">Compliance Time<br>(whichever occurs later)</th></tr>
<tr><th colspan="2">Flight Cycles (FC)</th><th>Calendar time</th></tr>
<tr><td rowspan="2">A350-941</td><td>NO</td><td>4 000 FC from aeroplane date of manufacture</td><td rowspan="3">3 400 FC from MRBR Task 523000-00001-02S latest accomplishment</td><td rowspan="3">Within 2 months after 16 May 2024 [the effective date of EASA AD 2024-0098]</td></tr>
<tr><td>YES</td><td>5 000 FC from aeroplane date of manufacture</td></tr>
<tr><td>A350-1041</td><td>not applicable</td><td>4 000 FC from aeroplane date of manufacture</td></tr>
</table>

**Corrective Action(s):**

(2) If, during the DET 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.

## Ref. Publications:

Airbus AOT A53P017-24 original issue dated 30 April 2024, or Revision 01 dated 26 June 2024.

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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 02 August 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a 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.