



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 17-179**

**Issued: 22 December 2017**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**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 WH102AHAAAAC and P/N WH102ALAAAAC, 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. This Proposed AD will be closed for consultation on 12 January 2018.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus XWB, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

