



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-116

Issued: 16 August 2018

Note: This Proposed Airworthiness Directive (PAD) 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 – Door – Hinge Arms at Bulk Cargo Door – Modification

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 SB: Airbus Service Bulletin (SB) A350-52-P015.

Affected BCD part: Bulk cargo doors (BCD) as listed by Part Number (P/N) and serial number (s/n) in Appendix 2 of the SB.

Groups: Group 1 aeroplanes are those with an affected BCD installed. Group 2 aeroplanes are those that do not have an affected BCD installed. An aeroplane on which Airbus modification (mod) 111444 or 109217 has been embodied in production is a Group 2 aeroplane, provided that it remains in that configuration, and it is determined that no affected BCD is installed.



Reason:

BCD hinge arm disconnections have been reported by operators. Hinge arm bushes were found debonded and migrated. Analysis of the affected BCD hinge arms revealed that bonding behaviour is downgraded by application of zinc and nickel surface protection for bushes.

This condition, if not corrected, could lead, in case of ditching, to BCD opening inwards possibly resulting in reduced floatation time.

To address this potential unsafe condition, Airbus developed production mod 111444, introducing two securing bushes at the BCD hinge arms to secure the bonded headed bushes in the nominal position, and published the SB to provide instructions for embodiment in service.

For the reasons described above, this AD requires modification of the hinge arms of the affected BCD, and re-identification of the affected BCD. The procedure of the re-identification of the affected BCD will be included in the Revision 1 of the SB.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 aeroplanes: Within 48 months after the effective date of this AD, modify and re-identify each affected BCD in accordance with the instructions of the SB, or replace each affected BCD with a post-mod 111444 or 109217 BCD.

Note 1: In absence of detailed instructions for BCD re-identification in the original issue of the SB, the following method is acceptable: After cleaning of a suitable surface next to the door label, install a standard identification plate (e.g. NSA9117M7S), write the SB number on the identification plate with indelible ink, and protect it with polyurethane varnish for external structure.

Parts Installation:

- (2) For Group 1 aeroplanes: After modification of an aeroplane as required by paragraph (1) of this AD, it is allowed to install an affected BCD on that aeroplane, provided that, prior to installation, the BCD has been modified and re-identified in accordance with the instructions of the SB.
- (3) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected BCD, provided that, prior to installation, the BCD has been modified and re-identified in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A350-52-P015 original issue, dated 26 April 2018.

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 13 September 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: continued-airworthiness.a350@airbus.com.

