



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-018R1

Issued: 14 June 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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 53 – Fuselage – Forward and Aft Cargo Door Latch Fitting External Lugs – Inspection / Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 107020 and mod 107049 have been embodied in production.

Definitions:

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

The applicable inspection SB: Airbus Service Bulletin (SB) A350-53-P045 and SB A350-53-P046, as applicable.

The applicable modification SB: Airbus SB A350-53-P011 and SB A350-53-P012, as applicable.

Affected part: Aluminium latch fittings located at frame (FR) 24 to FR25A and FR79 to FR80A in the lower part of the forward and aft cargo door surroundings.



Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.

Reason:

During an inspection of a prototype A350 aeroplane, external lugs of the cargo doors surrounding latch fittings, made of forging aluminium 7037, were found cracked due to an unexpected behaviour of this material.

This condition, if not detected and corrected, could affect the structural integrity of the affected parts.

To address this potential unsafe condition, Airbus issued the applicable inspection SB to provide instructions to inspect the affected parts. Airbus also issued the applicable modification SB that includes replacement of the affected parts.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the external lugs of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

This PAD is revised to amend the compliance times. It is expected that Airbus will revise the applicable inspection SB accordingly.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within the compliance time specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 690 flight cycles (FC), accomplish a DET of the affected parts in accordance with the instructions of the applicable inspection SB.

Table 1 – Initial DET

| Compliance Time (whichever occurs later, A or B) | |
|--|---|
| A | Before exceeding 3 600 FC or 72 months, whichever occurs first since Airbus date of manufacture |
| B | Within 690 FC after the effective date of this AD |

Corrective Action(s) and Modification:

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, replace all affected parts and modify the aeroplane in accordance with the instructions of the applicable modification SB.

Terminating Action:

- (3) Modification of an aeroplane in accordance with the instructions of the applicable modification SB constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane.



Ref. Publications:

Airbus SB A350-53-P045 original issue dated 19 December 2018.

Airbus SB A350-53-P046 original issue dated 19 December 2018.

Airbus SB A350-53-P011 original issue dated 17 December 2018.

Airbus SB A350-53-P012 original issue dated 17 December 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 28 June 2019.
2. The original issue of this PAD was posted on 05 February 2019 for consultation until 05 March 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this PAD.
3. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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 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](#).
5. For any question concerning the technical content of the requirements in this PAD, please contact: continued-airworthiness.a350@airbus.com.

