



## Airworthiness Directive

**AD No.:** 2019-0126

**Issued:** 05 June 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A350 aeroplanes

**Effective Date:** 19 June 2019

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Forward Cargo Door Upper Frame Fittings and Brackets – Inspection / Modification

### Manufacturer(s):

Airbus

### Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 111207 or mod 111445 has been embodied in production.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A350-53-P044.

### Reason:

Structural analysis conducted on A350 aeroplanes identified that the upper frame fittings (UFF) of the forward cargo door surrounding structure have a low fatigue life, as a result of the loading by the cargo door actuator.

This condition, if not detected and corrected, could lead to failure of a forward fuselage cargo door UFF, possibly resulting in affecting the structural integrity of the fuselage.



To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions of the forward cargo door UFF and brackets located at fuselage frames (FR) 23 to FR26.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of the forward cargo door UFF and brackets, at fuselage FR23 to FR26, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Before exceeding 3 700 flight cycles (FC) since aeroplane first flight and, thereafter, at intervals not exceeding 3 100 FC, accomplish a DET of the forward cargo door UFF and brackets at fuselage FR23 to FR26 in accordance with the instructions of the SB.

#### **Modification(s) and Corrective Action(s):**

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected on one or more brackets, before next flight, reinforce the UFF brackets in accordance with the instructions of Airbus SB A350-53-P030 and SB A350-53-P033.
- (3) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected in the surrounding area of the brackets, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.

#### **Terminating Action:**

- (4) Modification of an aeroplane as required by paragraph (2) of this AD constitutes terminating action for the repetitive DET required by paragraph (1) of this AD for that aeroplane.
- (5) If, during any DET as required by paragraph (1) of this AD, no discrepancy is detected on the UFF brackets, modification of an aeroplane in accordance with the instructions of Airbus SB A350-53-P030 constitutes terminating action for the repetitive DET as required by paragraph (1) of this AD for that aeroplane, provided that the modification is accomplished within 3 100 FC after that DET.

#### **Ref. Publications:**

Airbus SB A350-53-P044 original issue dated 25 October 2018.

Airbus SB A350-53-P030 original issue dated 10 September 2018.

Airbus SB A350-53-P033 original issue dated 10 September 2018.

The use of later approved revisions of the above-mentioned documents 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. This AD was posted on 25 April 2019 as PAD 19-072 for consultation until 23 May 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact Airbus, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

