



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-085

Issued: 25 May 2020

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 52 – Doors – Forward and Aft Cargo Door Retaining Rings – Inspection

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:

Airbus date of manufacture: The date of transfer of title (ownership) which is referenced in Airbus documentation at the time of first delivery to an operator.

The inspection SB: Airbus Service Bulletin (SB) A350-52-P035.

The modification SB: Airbus SB A350-52-P034.

Affected cargo door: Forward and aft cargo doors, having a serial number (s/n) and a Part Number (P/N) listed in Appendix 01 of the inspection SB.



Groups: Group 1 aeroplanes are those that have an affected cargo door installed. Group 2 aeroplanes are those that do not have an affected cargo door installed. An aeroplane that has Airbus modification (mod) 111910 or mod 111911 embodied in production, is a Group 2 aeroplane, provided the aeroplane remains in that configuration.

Reason:

During a cargo door inspection, it was detected that the retaining rings, ensuring the access panel fixation studs remain attached to the access panel during its removal, may cause damage to frame forks, brackets and edge frames and their surface protection. Subsequent investigation concluded that the frame forks spotfacing is not deep enough on structural parts to accommodate the retaining ring. Analysis of the different damage locations caused by the retaining ring revealed that corrosion and crack propagation may occur.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the inspection SB to provide instructions for detailed inspection (DET) of the subject areas of the affected cargo doors. Airbus also issued the modification SB to provide instructions for an optional modification.

For the reasons described above, this AD requires repetitive DET of the edge frames, brackets, frame forks and the access cover internal side of each affected cargo door and, depending on findings, accomplishment of applicable corrective action(s). This AD also provides an optional modification as terminating action for the repetitive DET as required by this AD.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 aeroplanes: Before exceeding 6 years since Airbus date of manufacture, and, thereafter, at intervals not to exceed 6 years, accomplish a DET of the edge frames, brackets, frame forks and the access cover internal side of each affected cargo door in accordance with the instructions of the inspection SB.

Corrective Action(s):

- (2) If, during any DET as required by paragraph (1) of this AD, any discrepancy is detected as defined in the inspection SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.

Terminating Action:

- (3) Modification of the affected cargo doors on an aeroplane, in accordance with the instructions of the modification SB, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.



Part(s) Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, installation of an affected cargo door on an aeroplane is allowed, provided that, following installation, the affected cargo door is inspected and, depending on findings, corrected as required by this AD.

Ref. Publications:

Airbus SB A350-52-P034 original issue dated 27 March 2020.

Airbus SB A350-52-P035 original issue dated 31 March 2020.

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 22 June 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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: Airbus A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

