



## Airworthiness Directive

**AD No.:** 2021-0269

**Issued:** 03 December 2021

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:** 17 December 2021

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Ram Air Turbine Door / Belly Fairing Panels – Replacement

---

### Manufacturer(s):

Airbus

### Applicability:

Airbus A350-1041 aeroplanes, all manufacturer serial numbers.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A350-53-P069.

**Affected part:** Ram air turbine (RAT) doors and belly fairing (BF) panels, having a Part Number (P/N) as listed in Table 1 of this AD (Affected Parts column).

**Serviceable part:** RAT doors and BF panels, having a P/N as listed in Table 1 of this AD (Serviceable Parts column).

**Groups:** Group 1 aeroplanes are those that have an affected part installed.

Group 2 aeroplanes are those that do not have an affected part installed.

An aeroplane on which Airbus modification (mod) 114656 and mod 116001 have been embodied in production is a Group 2 aeroplane, provided the aeroplane remains in that configuration.



**Reason:**

During RAT ground extension on the final assembly line, a potential interference between RAT blade tip and BF RAT inboard door has been identified.

This condition, if not corrected, could, when the RAT is deployed during an emergency situation, lead to partial or total loss of RAT electrical power generation, resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus developed mod 114656 and mod 116001 to increase the clearance between the inboard RAT door and the RAT blades, thereby preventing any potential interference during RAT deployment. Airbus issued the SB accordingly to provide in-service modification instructions.

For the reasons described above, this AD requires replacement of each affected part with a serviceable part, as defined in this AD.

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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) For Group 1 aeroplanes: Within 10 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.

Table 1 – Affected Part / Serviceable Part

Part Description	Affected Part (P/N)	Serviceable Part (P/N)
DOOR ASSY-198PR	V5248638100800	V5248638102000
	V5248638101000	
	V5248638101200	
	V5248638101400	
PANEL ASSY-198ES	V5338834600000	V5338834601200
	V5338834600400	
	V5338834600600	
	V5338834600800	
PANEL ASSY-198FS	V5338834700000	V5338834700400
PANEL ASSY-198HS	V5338834800000	V5338834800800
	V5338834800400	
	V5338834800600	



**Parts Installation:**

- (2) Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
  - (2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.
  - (2.2) For Group 2 aeroplanes: From the effective date of this AD.

**Ref. Publications:**

Airbus SB A350-53-P069 original issue dated 28 June 2021, or Revision 01 dated 18 November 2021.

The use of later approved revisions of the above-mentioned document 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 27 July 2021 as PAD 21-109 for consultation until 10 August 2021 and republished on 22 November 2021 as PAD 21-109R1 for additional consultation until 29 November 2021. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS A350 XWB, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

