

Airworthiness Directive

AD No.: 2021-0291

Issued: 22 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: 05 January 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Passenger Door Stop Screw – 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:

The SB: Airbus Service Bulletin (SB) A350-52-P043.

Reason:

Several occurrences have been reported of finding passenger door stop screws with missing heads. This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane. To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions.

For the reason described above, this AD requires repetitive general visual inspections (GVI) of each passenger door stop screw and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:



Repetitive Inspections:

- (1) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 600 flight cycles (FC), accomplish a GVI of each passenger door stop screw installed on all passenger doors of the aeroplane in accordance with the instructions of the SB.

Table 1 – Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 600 FC since aeroplane first flight
B	Within 400 FC after the effective date of this AD

Corrective Action(s):

- (2) If, during any GVI as required by paragraph (1) of this AD, any passenger door stop screw is found damaged, as defined in the SB, before next flight, replace the damaged screw in accordance with the instructions of the SB, and, thereafter, depending on findings, accomplish any applicable follow-up action(s) in accordance with the instructions of the SB, including contacting Airbus for approved corrective instructions and the accomplishment of those instructions accordingly.

Note 1: The shipping (indicated in the SB) of the broken door stop screws to Airbus is not part of the corrective action(s) requirement specified in paragraph (2) of this AD.

Note 2: The use of the instructions from an applicable Airbus Repair Design Approval Form (RDAF) is acceptable for compliance with the requirements of paragraph (2) of this AD.

Terminating Action:

- (3) None.

Reporting:

- (4) Within 30 days after the initial GVI as required by paragraph (1) of this AD, report the inspection results (including no findings) to Airbus. The reporting shall include all previous findings of missing screw heads.

Note 3: Using the inspection report in accordance with the instructions of the SB is acceptable to comply with the requirements of paragraph (4) of this AD.



Ref. Publications:

Airbus SB A350-52-P043 original issue dated 13 August 2021 and revision 01 dated 30 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 26 November 2021 as PAD 21-173 for consultation until 10 December 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.
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.

