



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-157

Issued: 10 October 2025

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 S.A.S.

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: This AD supersedes EASA AD 2024-0129 dated 05 July 2024.

ATA 53 – Fuselage – Forward and Aft Cargo Door Piano Hinges – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A53P019-25.

Affected area 1: Forward (FWD) Cargo Door Surrounding (CDS) piano hinges 2 and 3.

Affected area 2: Aft (AFT) CDS piano hinges 2 and 3.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.



Reason:

An update of the stress analysis resulted in a new definition of interface load distribution between the FWD cargo door and the associated fuselage piano hinges. Further investigation revealed a risk of cracking and crack propagation on the affected parts, originating from opening-closing fatigue cycles of the FWD cargo door. Under this condition, door operation could cause damage to the FWD cargo door surrounding structure.

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

To address this potential unsafe condition, Airbus issued the AOT A53P017-24 at original issue to provide inspection instructions for the affected parts. Consequently, EASA issued AD 2024-0098 to require a one-time detailed inspection (DET) of the affected parts, and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, it was determined that additional A350-1041 aeroplanes may be affected by the same potential unsafe condition, and that the compliance time can be determined taking also into account the latest accomplishment of the Airbus Maintenance Review Board Report (MRBR) Task 523000-00001-02S. The AOT A53P017-24 was revised accordingly, and EASA issued AD 2024-0129, retaining the requirements of EASA AD 2024-0098, which was superseded, expanding the Applicability to include additional MSNs and including reference to the Airbus MRBR Task 523000-00001-02S in the compliance time.

Since that AD was issued, findings of sheared fasteners on FWD and AFT CDS at the lower flanges of piano hinges 2 and 3 were reported. Based on these findings, additional areas have been identified which may be affected by the same potential unsafe condition. Therefore, all A350 aeroplanes must be inspected, and repetitive inspections have to be implemented. Subsequently, Airbus issued the AOT, as defined in this AD, providing instructions for the repetitive inspections.

For the reason described above, this AD retains the requirements of EASA AD 2024-0129, which is superseded, expands the Applicability to all A350 aeroplanes, defines the additional inspection areas, requires the accomplishment of repetitive inspections of the affected areas, and depending on findings, the accomplishment of applicable corrective action(s).

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 1 700 flight cycles (FC), inspect each affected area 1 and 2 and the Temporary Protection System (TPS), as applicable, in accordance with the instructions of the AOT.



Table 1 –Inspection of Affected Area 1, Affected Area 2 and TPS

Affected Area	Compliance Time
1	<u>A, B, C, D or E, as applicable, whichever occurs later</u> A) 1 700 FC since last accomplishment (*) of AOT A53P017-24 B) 1 700 FC since last accomplishment (*) of MRB 523000-00001-02S C) 1 700 FC since embodiment of Airbus SB A350-53-P030 D) 3 200 FC since aeroplane reference date E) 3 months after the effective date of this AD
2	<u>F, G or H, as applicable, whichever occurs later</u> F) 1 700 FC since last accomplishment (*) of MRB 523000-00001-02S G) 3 200 FC since aeroplane reference date H) 3 months after the effective date of this AD

(*) Before the effective date of this AD.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack or damage is detected, before next flight, contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (3) If, during any inspection as required by paragraph (1) of this AD, any sheared-off fastener is detected, before next flight, accomplish a rototest in accordance with the instructions of the AOT and contact Airbus for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Ref. Publications:

Airbus AOT A53P019-25 original issue dated 01 September 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 24 October 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

