



## 適航指令發布單

### Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2018-11-003	發布日期 Date issued	2018/11/6
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.		
主旨摘要	Doors - Bulk Cargo Door Hinge Arms - Modification		
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> FAA  <input checked="" type="checkbox"/> EASA  <input type="checkbox"/> Brazil  <input type="checkbox"/> Transport Canada Civil Aviation  <input type="checkbox"/> DGAC             </div> <div style="width: 50%;"> <input type="checkbox"/> Germany LBA  <input type="checkbox"/> CAA-NL  <input type="checkbox"/> UK CAA  <input type="checkbox"/> Japan CAB  <input type="checkbox"/> CAA of Israel  <input type="checkbox"/> Other _____             </div> </div>		
	設計國 AD 編號 Original AD number	2018-0243	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 52. Ref. Publications: Airbus SB A350-52-P015 original issue dated 26 April 2018.		
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a> Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a>			



## Airworthiness Directive

**AD No.:** 2018-0243

**Issued:** 08 November 2018

Note: This Airworthiness Directive (AD) 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:** 22 November 2018

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 52 – Doors – Bulk Cargo Door Hinge Arms – Modification

**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-P015.

**Affected BCD:** Bulk cargo doors (BCD), as listed by Part Number (P/N) and serial number (s/n) in Appendix 2 of the SB.

**Groups:** Group 1 aeroplanes are those with an affected BCD installed. Group 2 aeroplanes are those that do not have an affected BCD installed. An aeroplane on which Airbus modification (mod) 111444 or 109217 has been embodied in production is a Group 2 aeroplane, provided that it remains in that configuration, and it is determined that no affected BCD is installed.



**Reason:**

BCD hinge arm disconnections have been reported by operators. Hinge arm bushes were found debonded and migrated. Analysis of the affected BCD hinge arms revealed that bonding behaviour is downgraded by application of zinc and nickel surface protection for bushes.

This condition, if not corrected, could lead, in case of ditching, to BCD opening inwards possibly resulting in reduced floatation time.

To address this potential unsafe condition, Airbus developed production mod 111444, introducing two bushes at the BCD hinge arms, to secure the bonded headed bushes in the nominal position, and published the SB to provide instructions for embodiment in service.

For the reasons described above, this AD requires modification of the hinge arms of the affected BCD, and re-identification of the affected BCD.

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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) For Group 1 aeroplanes: Within 48 months after the effective date of this AD, modify and re-identify each affected BCD in accordance with the instructions of the SB, or replace each affected BCD with a post-mod 111444 or post-mod 109217 BCD.
- (2) As an alternative to the re-identification requirement of paragraph (1) of this AD, it is acceptable to accomplish the actions as specified in paragraphs (2.1) and (2.2) of this AD.
  - (2.1) Clean a suitable surface next to the door identification label.
  - (2.2) Install a standard identification plate (e.g. NSA9117M7S), write the SB number on the identification plate with indelible ink, or use the stencilling method for permanent marking in accordance with Airbus A350 Maintenance Procedure Task A350-A-11-XX-XX-00001-691A-A, and protect it with polyurethane varnish for external structure.

**Parts Installation:**

- (3) It is allowed to install an affected BCD on an aeroplane, as specified by paragraph (3.1) or (3.2) of this AD, as applicable, provided that, prior to installation, the BCD has been modified and re-identified in accordance with the instructions of the SB, or re-identified as specified in paragraph (2) of this AD, as applicable.
  - (3.1) For Group 1 aeroplanes: After modification or replacement of all affected BCD on an aeroplane, as required by paragraph (1) of this AD, and re-identification as required by paragraph (1) of this AD, or as specified in paragraph (2) of this AD, as applicable.
  - (3.2) For Group 2 aeroplanes: From the effective date of this AD.



**Ref. Publications:**

Airbus SB A350-52-P015 original issue dated 26 April 2018.

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 16 August 2018 as PAD 18-116 for consultation until 13 September 2018. 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus XWB (Airworthiness office), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

