

## Airworthiness Directive

**AD No.:** 2022-0186**Issued:** 13 September 2022

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** 27 September 2022**TCDS Number(s):** EASA.A.151**Foreign AD:** Not applicable**Supersedure:** None

### ATA 53 – Fuselage – Overhead Storage Compartment Crash Rods – Inspection

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**Manufacturer(s):**

Airbus S.A.S.

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers as listed in the SB, as defined in this AD.

**Definitions:**

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

**The SB:** Airbus Service Bulletin (SB) A350-53-P074.

**Affected part:** Overhead storage compartment (OHSC) crash rods, installed at locations depending on aeroplane configuration, on left-hand and right-hand sides.

**Reason:**

An occurrence was reported where, during in-service inspection, the OHSC lateral crash rods were found disconnected. The investigation conducted by the manufacturer concluded that this incorrect installation was due to human error in final assembly line.

This condition, if not detected and corrected, could affect the structural integrity of the OHSC under emergency landing loads, which could lead to OHSC detachment, possibly resulting in injury to aeroplane occupants and/or blocking of an escape path during an emergency evacuation.

To address this potential unsafe condition, Airbus issued the SB to provide instructions to inspect the affected parts.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Within 36 months after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (2) If, during the DET as required by paragraph (1) of this AD, any defect of an affected part, as described in the SB, is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

#### **Ref. Publications:**

Airbus SB A350-53-P074 original issue dated 29 July 2022.

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 12 August 2022 as PAD 22-108 for consultation until 09 September 2022. No comments were received during the consultation period.
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 S.A.S. A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

