



## Airworthiness Directive

**AD No.:** 2019-0076

**Issued:** 29 March 2019

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:** 12 April 2019

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 52 – Doors – Passenger Door Girt Bar Retention – Modification

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### Manufacturer(s):

Airbus

### Applicability:

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

### Definitions:

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

**Applicable SB:** Airbus Service Bulletin (SB) A350-52-P016, SB A350-52-P030, SB A350-52-P031 and SB A350-52-P032, as applicable to aeroplane door (respectively, door positions 1, 2, 3 and 4, left-hand (LH) and right-hand (RH) sides), including additional information provided by Airbus SB Information Transmission (SBIT) 19-0010.

**Affected door:** Passenger doors in positions 1, 2, 3 and 4, LH and RH sides, listed by Part Number and serial number in Appendix B of the applicable SB at Revision 01.

**Groups:** Group 1 aeroplanes are those that have an affected door installed. Group 2 aeroplanes are those that do not have an affected door installed. An aeroplane on which Airbus modification (mod) 112115 has been embodied in production is a Group 2 aeroplane, provided it remains in that configuration, and it is determined that no affected door is installed.



**Reason:**

In-service events of passenger door girt bar dislodgement have been reported by A350 operators. Further investigations revealed that the most likely causes of these events are closing of a door with excessive force, or interference with girt bar during on-ground service activities, or a combination of these.

This condition, if not corrected, could lead to the functional loss of the affected door slide, possibly preventing safe evacuation of aeroplane occupants during an emergency.

To address this potential unsafe condition, Airbus developed production mod 112115 to reinforce the girt bar retention, and published the applicable SB to provide instructions for in-service modification.

Following issuance of the applicable SB at original issue and Revision 01, Airbus published SBIT 19-0010 to inform operators about the correct nut reference to be used for installation of the doors 1, 2, 3 and 4, LH and RH for MSNs 0005 to 0058 and to clarify the additional placard marking procedure.

For the reasons described above, this AD requires modification of girt bar retention mechanism of the affected doors.

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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, modify the affected doors in accordance with the instructions of the applicable SB.

**Parts Installation:**

- (2) For Group 1 aeroplanes: After modification of an aeroplane as required by paragraph (1) of this AD, it is allowed to install an affected door on that aeroplane, provided that, prior to installation, the door has been modified in accordance with the instructions of the applicable SB.
- (3) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected door, provided that, prior to installation, the door has been modified in accordance with the instructions of the applicable SB.

**Ref. Publications:**

Airbus SB A350-52-P016 original issue dated 03 May 2018, or Revision 01 dated 21 January 2019.

Airbus SB A350-52-P030 original issue dated 03 May 2018, or Revision 01 dated 21 January 2019.

Airbus SB A350-52-P031 original issue dated 03 May 2018, or Revision 01 dated 21 January 2019.

Airbus SB A350-52-P032 original issue dated 03 May 2018, or Revision 01 dated 21 January 2019.

Airbus SBIT 19-0010 original issue dated 18 March 2019.



The use of later approved revisions of the above-mentioned documents 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 24 January 2019 as PAD 19-011 for consultation until 21 February 2019. 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

