



Airworthiness Directive

AD No.: 2019-0207

Issued: 22 August 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: 05 September 2019

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Passenger / Crew Door Girt Bar Fitting Assemblies - 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 AOT: Airbus Alert Operators Transmission (AOT) A52P013-19.

Affected part: Girt bar fitting assemblies, having Part Number (P/N) V5217170000000 or P/N V5217170000100.

Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.

Reason:

An in-service occurrence was reported of finding a safety hook of passenger door 1 girt bar fitting assembly stuck in the upward position. Two similar cases were reported on flight test aeroplanes at passenger doors 1 and 2. Further investigations revealed the most likely cause of these events to



have been safety hook jamming, due to surface treatment incompatibility, leading to galling effect on bushes of the girt bar fitting assembly.

This condition, if not detected and corrected, could lead to girt bar disengagement from the girt bar fitting assembly with consequent passenger door slide deployment failure during an emergency, possibly preventing safe evacuation of aeroplane occupants.

To address this potential unsafe condition, Airbus issued the AOT to provide inspection instructions.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of each affected part, and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of inspections results to Airbus.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 4 months after the effective date of this AD, or within 4 months after Airbus date of manufacture, whichever occurs later, and, thereafter, at intervals not to exceed 12 months, accomplish a DET of each affected part in accordance with the instructions of the AOT.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, a safety hook is found stuck or stiff to rotate, and/or any wear marks on bushes are found, before next flight, accomplish the applicable corrective action(s), including the application of grease on bushes, in accordance with the instructions of the AOT.
- (3) If, during any inspection as required by paragraph (1) of this AD, no discrepancy or damage is found, before next flight, apply grease on bushes in accordance with the instructions of the AOT.

Reporting:

- (4) Within 90 days after each inspection as required by paragraph (1) of this AD, report the results (including no findings) to Airbus. This can be accomplished in accordance with the instructions of the AOT.

Terminating Action:

- (5) None.

Ref. Publications:

Airbus AOT A52P013-19 original issue dated 07 May 2019.

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 06 June 2019 as PAD 19-103 for consultation until 04 July 2019. 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 Programming and Continued Airworthiness 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact Airbus, E-mail: continued-airworthiness.a350@airbus.com.

