



Airworthiness Directive

AD No.: 2019-0207R2

Issued: 13 January 2025

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: Revision 2: 20 January 2025
Revision 1: 25 May 2022
Original Issue: 05 September 2019

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2019-0207R1 dated 18 May 2022.

ATA 52 – Doors – Passenger / Crew Door Girt Bar Fitting Assemblies - Inspection

Manufacturer(s):

Airbus S.A.S.

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 115327 has been embodied in production.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A52P013-19.

The applicable SB: Airbus Service Bulletin(s) (SB) A350-52-P057 and/or SB A350-52-P059 and/or SB A350-52-P060 and/or SB A350-52-P061 and/or SB A350-52-P062 and/or SB A350-52-P063 and/or SB A350-52-P064 and/or SB A350-52-P065, as applicable.

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



Aeroplane 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, EASA issued AD 2019-0207 to require repetitive detailed inspections (DET) of each affected part, and, depending on findings, accomplishment of applicable corrective action(s), and reporting of inspection results to Airbus.

After that AD was issued, Airbus developed mod 115327, improving the protection against wear of the sliding contact surfaces of the girt bar fitting assembly. Consequently, EASA AD 2019-0207 was revised to exclude post-mod 115327 aeroplanes from the Applicability.

Since EASA AD 2019-0207R1 was issued, Airbus published the applicable SBs, as defined in this AD, to provide optional modification instructions as a terminating action for the repetitive inspection.

This AD is revised accordingly.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within 4 months after 05 September 2019 [the effective date of the original issue of this AD], or within 4 months after aeroplane 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) [DELETED]

Terminating Action:

- (5) Modification or replacement of each affected parts of an aeroplane in accordance with the instructions of the applicable SB (see Note 1 of this AD), as applicable to aeroplane MSN, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, provided no affected part is reinstalled on that aeroplane.

Note 1: Several SBs, as defined in this AD, may be applicable to the same aeroplane MSN.

Ref. Publications:

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

Airbus SB A350-52-P057 original issue dated 13 November 2024.

Airbus SB A350-52-P059 original issue dated 25 July 2023.

Airbus SB A350-52-P060 original issue dated 25 July 2023.

Airbus SB A350-52-P061 original issue dated 25 July 2023.

Airbus SB A350-52-P062 original issue dated 25 July 2023.

Airbus SB A350-52-P063 original issue dated 25 July 2023.

Airbus SB A350-52-P064 original issue dated 25 July 2023.

Airbus SB A350-52-P065 original issue dated 25 July 2023.

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. The original issue of 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 Safety 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](#). 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 A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

