



Airworthiness Directive

AD No.: 2021-0085

Issued: 19 March 2021

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: 02 April 2021

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2021-0018 dated 15 January 2021.

ATA 52 – Doors – Passenger Door Guide Arms – Replacement / Inspection / 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 inspection SB: Airbus Service Bulletin (SB) A350-52-P050.

The modification SB: Airbus SB A350-52-P049.

Affected part: Passenger door damper emergency opening actuators (DEOA), having Part Number FE396001001.

Serviceable part: Any passenger door DEOA which is not an affected part.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An aeroplane having either Airbus modification



(mod) 111640; or mod 113719; or mod 111630, 111631, 111632, 111633, 111634, 111635, 111637 and 111638; embodied in production, is a Group 2 aeroplane, provided it remains in that configuration, and it is determined that no affected part is installed on that aeroplane.

Door emergency opening: Any door opening with the door in ARMED condition.

Reason:

An occurrence was reported where, following a passenger door emergency opening test, a broken forward guide arm was found. Investigation results indicated that the opening speed of the door was higher than expected, most probably caused by a reduced damping due to oil leakage of the passenger door DEOA.

This condition, if not detected and corrected, could lead to a failure of a passenger door to perform its intended function during an emergency opening, possibly resulting in reduced evacuation capacity from the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the inspection SB to provide replacement and inspection instructions of the passenger door guide arms and support brackets. Consequently, EASA issued AD 2021-0018, requiring replacement of forward and aft guide arms following door emergency opening with an affected part installed, and a detailed inspection (DET) of the forward and aft guide arm support brackets on that door.

Since that AD was issued, Airbus published the modification SB to provide in-service modification instructions for replacement of affected parts, as necessary, allowing one affected part remaining per door pair, left-hand (LH) and right-hand (RH) sides, to guarantee full functionality of at least one door for each door pair.

For the reason described above, this AD retains the requirements of EASA AD 2021-0018, which is superseded, and requires replacement of affected parts with serviceable parts.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes on which a door emergency opening was performed before 29 January 2021 [the effective date of EASA AD 2021-0018]: Within 4 months after 29 January 2021 [the effective date of EASA AD 2021-0018], replace the forward and aft guide arms on that door in accordance with the instructions of the inspection SB.
- (2) For Group 1 aeroplanes: From 29 January 2021 [the effective date of EASA AD 2021-0018], within 15 days after each door emergency opening, replace the forward and aft guide arms on that door in accordance with the instructions of the inspection SB.



Inspection:

- (3) Concurrently with the replacement as required by paragraph (1) or (2) of this AD on a door, as applicable, accomplish a DET of the forward and aft guide arm support brackets on that door in accordance with the instructions of the inspection SB.

Corrective Action(s):

- (4) If, during the inspection as required by paragraph (3) of this AD, any damage is detected within the limits as defined in the inspection SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection SB.
- (5) If, during the inspection as required by paragraph (3) of this AD, any damage is detected beyond the limits as defined in the inspection SB, before next flight, contact Airbus for approved corrective action(s) instructions and, within the compliance time(s) as specified in those instructions, accomplish those instructions accordingly.

Modification:

- (6) For Group 1 aeroplanes: Within 32 months after the effective date of this AD, modify the aeroplane to ensure that there is a maximum of one affected part per door pair (LH and RH side) in accordance with the instructions of the modification SB.

Terminating Action:

- (7) For Group 1 aeroplanes: Replacement of each affected part on an aeroplane with a serviceable part, as defined in this AD, constitutes terminating action for the requirements of paragraph (2) of this AD for that aeroplane, provided that, following that replacement, no affected part is (re)installed on that aeroplane.

Part(s) Installation:

- (8) For Group 1 aeroplanes having at least one serviceable part at each door pair (LH and RH side): From the effective date of this AD, do not install more than one affected part on any door pair (LH and RH side).
- (9) For Group 2 aeroplanes: From the effective date of this AD, do not install an affected part.

Ref. Publications:

Airbus SB A350-52-P050 original issue dated 15 December 2020.

Airbus SB A350-52-P049 original issue dated 15 January 2021.

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 17 February 2021 as PAD 21-025 for consultation until 17 March 2021. 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, E-mail: continued-airworthiness.a350@airbus.com.

