

Airworthiness Directive

AD No.: 2025-0244**Issued:** 30 October 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: 13 November 2025**TCDS Number(s):** EASA.A.151**Foreign AD:** Not applicable**Supersedure:** This AD supersedes EASA AD 2025-0192 dated 08 September 2025.**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 (MSN).

Definitions:

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

The AOT: Airbus Alert Operator Transmission (AOT) A52P017-25 Revision 1.**Maintenance Procedure (MP) tasks:**

- MP TASK A350-A-53-XX-XX-06001-720A-A – Installation of a Door Mat
- MP TASK A350-A-52-11-73-0A001-270A-A – Adjustment of the Girt Bar Fittings of Passenger/Crew Door 1, Left/Right Side
- MP TASK A350-A-52-12-73-06001-270A-A – Adjustment of the Girt Bar Fittings of Passenger/Crew Door 2, Left/Right Side and Passenger/Crew Door 3, Left/Right Side
- MP TASK A350-A-52-13-73-06001-270A-A – Adjustment of the Girt Bar Fittings of Passenger/Crew Door 4, Left/Right Side

all dated earlier than June 2025.

Aeroplane Reference Date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Affected part: Passenger/crew door girt bar fitting assemblies.

Groups: Group 1 aeroplanes are those:

- On which Airbus modification (mod) 115327 has been embodied in production, and having an aeroplane reference date, as defined in this AD, equal to or earlier than 22 September 2025 [the effective date of the EASA AD 2025-0192], or
- Having MSN 0494, 0507, 0551, 0552 or MSN 0559 or
- On which Service Bulletin (SB) A350-52-P057 original issue has been embodied in service, at a date equal to or earlier than 22 September 2025 [the effective date of the EASA AD 2025-0192].

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

A girt bar fitting safety hook on an aeroplane still in production line was found stuck in the upward position due to excessive sealant applied between the girt bar fitting and door mat. Investigations confirmed the root cause as excessive sealant application, causing mechanical interference with the safety hook's range of motion.

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. Consequently, EASA published AD 2025-0192 requiring a one-time detailed inspection (DET) of each affected part and, depending on findings, accomplishment of applicable corrective action(s), and providing additional requirements for maintenance.

Since that AD was issued, based on the comments received, it has been determined that the wording of paragraph (1) of the AD has to be amended to address all inspections required by the AOT. In addition, the inspection mandated by this AD must be accomplished after 22 September 2025 [the effective date of EASA AD 2025-0192], as only from that date the prohibition to use the MP tasks, as defined in this AD, enters into force.

For the reasons described above, this AD retains the requirements of EASA AD 2025-0192, which is superseded, and amends the compliance time for the one-time inspection.

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:

One-time Inspection:

- (1) For Group 1 aeroplanes: Within 4 months after 22 September 2025 [the effective date of the EASA AD 2025-0192], but not before 22 September 2025, inspect each affected part in accordance with the instructions of the AOT.



Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies, as identified in the AOT, are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOT.

Additional Maintenance Requirements:

- (3) For Group 1 and Group 2 aeroplanes: From 22 September 2025 [the effective date of EASA AD 2025-0192], do not accomplish any maintenance action on an aeroplane in accordance with the instructions of the MP tasks, as defined in this AD.

Credit:

- (4) Accomplishment of inspections and corrective action(s) on an aeroplane, as applicable, in accordance with the instructions of Airbus AOT A52P017-25 at original issue or Revision 1, before the effective date of this AD, is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, provided that after that inspection no task has been accomplished on that aeroplane in accordance with the instructions of the MP tasks, as defined in this AD.

Ref. Publications:

Airbus AOT A52P017-25 original issue dated 26 June 2025, and Revision 1 dated 27 October 2025.

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

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 27 November 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

