



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-011

**Issued:** 24 January 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

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

**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).

**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.

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

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.



**Remarks:**

1. This Proposed AD will be closed for consultation on 21 February 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

