



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-190**

**Issued: 01 December 2020**

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 – Cockpit Escape Hatches – Replacement

**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 SB:** Airbus Service Bulletin (SB) A350-52-P051.

**Affected part:** Cockpit escape hatches, having Part Number (P/N) WF019AEAAAAA, P/N WF019AFAAAAA, P/N WF019AGAAAAA or P/N WF019AHAAAAA.

**Serviceable part:** Cockpit escape hatches, having P/N WF019AJAAAAA.

**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 Airbus modification (mod)



116113 embodied in production is a Group 2 aeroplane, provided it remains in that configuration, and it is determined that no affected part is installed.

#### Reason:

An occurrence was reported where, during an inspection of its fleet, an A350 operator found that cockpit escape hatches were difficult to open from the inside, and several hatches were found impossible to open from outside. Further investigation results indicated that the cockpit escape hatch mechanism is suffering from corrosion due to condensation penetrating inside the mechanism. It has been determined that the cockpit escape hatch will always remain accessible from the inside but might not be operable from the outside.

This condition, if not corrected, could prevent flight crew evacuation from the aeroplane during an emergency, possibly resulting in personal injury.

To address this unsafe condition, Airbus developed production mod 116113 to improve protection against corrosion, and issued the SB to provide modification instructions for in-service pre-mod aeroplanes.

For the reasons described above, this AD requires replacement of the affected parts and prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

#### Replacement:

- (1) For Group 1 aeroplanes: Within 72 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.

#### Parts Installation:

- (2) Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

#### Ref. Publications:

Airbus SB A350-52-P051 original issue dated 10 November 2020.

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

#### Remarks:

1. This Proposed AD will be closed for consultation on 29 December 2020.



2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS A350 XWB, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

