



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-208

Issued: 22 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 – Passenger Door Guide Arms – Replacement / Inspection

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-P050.

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

Affected door: Passenger door on which an affected part is installed.

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 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 SB to provide replacement and inspection instructions of the passenger door guide arms and support brackets.

For the reasons described above, this AD requires replacement of forward and aft guide arms after affected door emergency opening, and a detailed inspection (DET) of the forward and aft guide arm support brackets on each affected door.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Repetitive Replacement:

- (1) For aeroplanes on which an emergency opening of an affected door has been performed before the effective date of this AD: Within 4 months after the effective date of this AD, replace forward and aft guide arms on that affected door in accordance with the instructions of the SB.
- (2) For aeroplanes on which an emergency opening of an affected door is performed after the effective date of this AD: Within 15 days after the emergency opening of that affected door, replace forward and aft guide arms on that affected door in accordance with the instructions of the SB.

Inspection:

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

Corrective Action(s):

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

Part Installation:

- (6) From the effective date of this AD, it is allowed to install an affected part, or an affected door, on any aeroplane, provided that, thereafter, following an emergency opening of that door, the



actions as required by paragraphs (2) to (5) of this AD, as applicable, are accomplished on that door.

Ref. Publications:

Airbus SB A350-52-P050 original issue dated 15 December 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 05 January 2021.
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.
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.

