



Airworthiness Directive

AD No.: 2021-0291R2

Issued: 24 November 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: Revision 2: 01 December 2025
Revision 1: 19 September 2022
Original Issue: 05 January 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2021-0291R1 dated 12 September 2022.

ATA 52 – Doors – Passenger Door Stop Screw – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 116166, mod 116167, mod 116168 and mod 116169 have been embodied in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-52-P043.

The applicable MSB: Airbus Modification Service Bulletin (MSB) A350-52-P066, MSB A350-52-P067, MSB A350-52-P068, MSB A350-52-P069, MSB A350-52-P070, MSB A350-52-P071, MSB A350-52-P072 and MSB A350-52-P073, as applicable.



Reason:

Several occurrences have been reported of finding passenger door stop screws with missing heads.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide inspection instructions. Consequently, EASA published AD 2021-0291 to require repetitive general visual inspections (GVI) of each passenger door stop screw and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, Airbus developed mod 116166, mod 116167, mod 116168 and mod 116169, introducing a design optimization of the door stop screw on passenger doors 1, 2, 3 and 4, respectively, which would prevent screw head loss. Following this, EASA AD 2021-0291 was revised to exclude certain post-mod aeroplanes from the Applicability.

Since that AD was issued, Airbus published the applicable MSB, as defined in this AD, providing instructions for modifications, which address the above-described potential unsafe condition.

For the reason described above, this AD is revised to introduce those modifications as an optional terminating action for the repetitive inspections required by this AD.

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:

- (1) Within the compliance time as defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 600 flight cycles (FC), accomplish a GVI of each passenger door stop screw installed on all passenger doors of the aeroplane in accordance with the instructions of the SB.

Table 1 – Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Before exceeding 600 FC since aeroplane first flight
B	Within 400 FC after 05 January 2022 [the effective date of the original issue of this AD]

Corrective Action(s):

- (2) If, during any GVI as required by paragraph (1) of this AD, any passenger door stop screw is found damaged, as defined in the SB, before next flight, replace the damaged screw in accordance with the instructions of the SB, and, thereafter, depending on findings, accomplish any applicable follow-up action(s) in accordance with the instructions of the SB, including contacting Airbus for approved corrective instructions and the accomplishment of those instructions accordingly (see Notes 1 and 2 of this AD).



Note 1: The shipping (indicated in the SB) of the broken door stop screws to Airbus is not part of the corrective action(s) requirement specified in paragraph (2) of this AD.

Note 2: The use of the instructions from an applicable Airbus Repair Design Approval Form (RDAF) is acceptable for compliance with the requirements of paragraph (2) of this AD.

Reporting:

(3) [DELETED]

Note 3: [DELETED]

Terminating Action:

- (4) Modification and reidentification of a passenger door of an aeroplane, in accordance with the instructions of the applicable MSB, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that passenger door (see Note 4 of this AD).
- (5) Modification and reidentification of all passenger doors of an aeroplane, in accordance with the instructions of the applicable MSB, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD, for that aeroplane (see Note 4 of this AD), provided that, thereafter, no passenger door in pre-mod configuration is (re)installed on that aeroplane.
- (6) Modification and reidentification of a passenger door of an aeroplane in accordance with the instructions of the applicable MSB does not constitute terminating action for the follow-up actions as defined in paragraph (2) of this AD, as applicable, for that aeroplane (see Note 4 of this AD), unless otherwise specified in those follow-up actions instructions.

Note 4: The applicable MSB provide instructions to accomplish an inspection of the door in accordance with the instructions of the SB before modification of that door. Accomplishment of that inspection is required to comply with the requirements of paragraph (4), (5) or (6), as applicable, of this AD.

Ref. Publications:

Airbus SB A350-52-P043 original issue dated 13 August 2021.

Airbus MSB A350-52-P066 original issue dated 30 June 2025.

Airbus MSB A350-52-P067 original issue dated 30 June 2025.

Airbus MSB A350-52-P068 original issue dated 30 June 2025.

Airbus MSB A350-52-P069 original issue dated 30 June 2025.

Airbus MSB A350-52-P070 original issue dated 30 June 2025.

Airbus MSB A350-52-P071 original issue dated 30 June 2025.

Airbus MSB A350-52-P072 original issue dated 30 June 2025.



Airbus MSB A350-52-P073 original issue dated 30 June 2025.

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. The original issue of this AD was posted on 26 November 2021 as PAD 21-173 for consultation until 10 December 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

