Safety Information Bulletin
Airworthiness
SIB No.: 2024-02
Issued: 22 January 2024

Subject: Emergency Exit Safety Barriers Modification / Models Selection

Ref. Publications:
- Airbus OIT 999.0051/22 original issue dated 04 July 2022.
- Airbus Tool Equipment Bulletin (TEB) TEB_98D52003009002_2_M and TEB_98D52003009003_2_M both dated 01 July 2022.

Applicability:
Airbus A318, A319, A320 and A321 aeroplanes.

Definitions:
For the purpose of this SIB, the following definitions apply:

Old barrier: Emergency exit safety barriers, having Part Number (P/N) 98D52003004000 or P/N 98D52003004001.

Retrofitted old barrier: Emergency exit safety barriers, having P/N 98D52003004002.

Upgraded barrier: Emergency exit safety barriers, having P/N 98D52003009002 or P/N 98D52003009003.

Improved upgraded barrier: Emergency exit safety barriers, having P/N 98D52003009002 Issue C or P/N 98D52003009003 Issue C.

Description:
During maintenance operations, emergency exit safety barriers are fitted onto open door(s) to prevent maintenance personnel from falling through the open doorway(s). These safety barriers, made of one net and horizontal beams, are fixed to the door frame door stops through the beam nozzle ends.

Load tests revealed that the old barriers do not meet their safety objective and, therefore, upgraded barriers, or retrofitted old barrier designs, have been promoted through Airbus OIT 999.0067/21.
Later, it was identified that the design of the upgraded barrier beam nozzle ends were offering insufficient retention forces on the door stops. Consequently, these upgraded barriers may not be able to withstand the expected loads to prevent people falling out of the door frame.

To address this potential safety issue, Airbus developed an enhanced design of the safety barrier nozzle ends which was successfully tested. These improved barriers are identified with a suffix C added to the upgraded barrier P/N.

Table 1 of this SIB provides details on the evolution, availability and recommended utilisation of the emergency exit safety barriers’ P/Ns.

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<tr>
<th>Procurable</th>
<th>Usable (see Note 1 of this SIB)</th>
<th>Old barriers</th>
<th>Retrofitted old barriers</th>
<th>Upgraded barriers</th>
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Note 1: ‘Usable’ means that the tools are still referred to into maintenance procedures and in the Tools and Equipment Manual, and therefore operators can still use them on the aircraft.

The safety concern described in this SIB is limited to a maintenance item.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) 748/2012, Part 21.A.3B

**Recommendation(s):**
To address the identified issues, EASA recommends operators to either use retrofitted old barriers (P/N 98D52003004002) instead of upgraded barriers, or to use the improved upgraded barriers (P/N 98D52003009002 Issue C or 98D52003009003 Issue C) in accordance with Airbus TEB TEB_98D52003009002_2_M and TEB_98D52003009003_2_M.

**Contact(s):**
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