



## 適航指令發布單

### Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2019-08-008	發布日期 Date issued	2019/8/31
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.		
主旨摘要	Doors - Passenger / Crew Door Girt Bar Fitting Assemblies - Inspection		
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> FAA  <input checked="" type="checkbox"/> EASA  <input type="checkbox"/> Brazil  <input type="checkbox"/> Transport Canada Civil Aviation  <input type="checkbox"/> DGAC             </div> <div style="width: 50%;"> <input type="checkbox"/> Germany LBA  <input type="checkbox"/> CAA-NL  <input type="checkbox"/> UK CAA  <input type="checkbox"/> Japan CAB  <input type="checkbox"/> CAA of Israel  <input type="checkbox"/> Other _____             </div> </div>		
	設計國 AD 編號 Original AD number	2019-0207	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 52. Ref. Publications: Airbus AOT A52P013-19 original issue dated 07 May 2019.		
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a> Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a>			



## Airworthiness Directive

**AD No.:** 2019-0207

**Issued:** 22 August 2019

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name::**

AIRBUS

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

A350 aeroplanes

**Effective Date:** 05 September 2019

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 52 – Doors – Passenger / Crew Door Girt Bar Fitting Assemblies - 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 AOT:** Airbus Alert Operators Transmission (AOT) A52P013-19.

**Affected part:** Girt bar fitting assemblies, having Part Number (P/N) V5217170000000 or P/N V5217170000100.

**Airbus date of manufacture:** The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.

**Reason:**

An in-service occurrence was reported of finding a safety hook of passenger door 1 girt bar fitting assembly stuck in the upward position. Two similar cases were reported on flight test aeroplanes at passenger doors 1 and 2. Further investigations revealed the most likely cause of these events to



have been safety hook jamming, due to surface treatment incompatibility, leading to galling effect on bushes of the girt bar fitting assembly.

This condition, if not detected and corrected, could lead to girt bar disengagement from the girt bar fitting assembly with consequent passenger door slide deployment failure during an emergency, possibly preventing safe evacuation of aeroplane occupants.

To address this potential unsafe condition, Airbus issued the AOT to provide inspection instructions.

For the reasons described above, this AD requires repetitive detailed inspections (DET) of each affected part, and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of inspections results to Airbus.

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:

#### **Inspection(s):**

- (1) Within 4 months after the effective date of this AD, or within 4 months after Airbus date of manufacture, whichever occurs later, and, thereafter, at intervals not to exceed 12 months, accomplish a DET of each affected part in accordance with the instructions of the AOT.

#### **Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, a safety hook is found stuck or stiff to rotate, and/or any wear marks on bushes are found, before next flight, accomplish the applicable corrective action(s), including the application of grease on bushes, in accordance with the instructions of the AOT.
- (3) If, during any inspection as required by paragraph (1) of this AD, no discrepancy or damage is found, before next flight, apply grease on bushes in accordance with the instructions of the AOT.

#### **Reporting:**

- (4) Within 90 days after each inspection as required by paragraph (1) of this AD, report the results (including no findings) to Airbus. This can be accomplished in accordance with the instructions of the AOT.

#### **Terminating Action:**

- (5) None.

#### **Ref. Publications:**

Airbus AOT A52P013-19 original issue dated 07 May 2019.

The use of later approved revisions of the above-mentioned document 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. This AD was posted on 06 June 2019 as PAD 19-103 for consultation until 04 July 2019. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact Airbus, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

