



## Airworthiness Directive

**AD No.:** 2021-0004R1

**Issued:** 12 June 2023

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:** Revision 1: 19 June 2023  
Original Issue: 20 January 2021

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

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2021-0004 dated 06 January 2021.

## 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:** Any Cockpit escape hatches P/N, eligible for installation, which is not an affected part.

**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. Consequently EASA issued AD 2021-0004 to require replacement of the affected parts with cockpit escape hatches, having P/N WF019AJAAAAA, and to prohibit (re)installation of affected parts.

Since that AD was issued, Airbus certified a new cockpit escape hatch, P/N WF019AKAAAAA. This AD is therefore revised to update the definition of serviceable part.

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

Required as indicated, unless accomplished previously:

**Replacement:**

- (1) For Group 1 aeroplanes: Within 72 months after 20 January 2021 [the effective date of the original issue of this AD], replace each affected part with a serviceable part. This can be accomplished 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 20 January 2021 [the effective date of the original issue 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. 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 01 December 2020 as PAD 20-190 for consultation until 29 December 2020. 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](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](#). 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 A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

