



Airworthiness Directive

AD No.: 2022-0013

Issued: 25 January 2022

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: 08 February 2022

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / furnishings – Escape Slide-Raft at Passenger Doors 3 – Inflatable Free Aisle Restrictor – Modification / Replacement

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SBs: Airbus Service Bulletin (SB) A350-25-P181, applicable to left-hand (LH) passenger door 3, and SB A350-25-P182, applicable to right-hand (RH) passenger door 3, which both refer to Safran 'Vendor' SB (VSB) A350 006-25-08.

Affected part: Escape slide raft LH passenger door 3, having Part Number (P/N) 67963-101 or P/N 67963-103, and escape slide raft RH passenger door 3, having P/N 67963-102 or P/N 67963-104.

Serviceable part: Escape slide raft LH passenger door 3, having P/N 67963-105 or P/N 67963-107, and escape slide raft RH passenger door 3, having P/N 67963-106 or P/N 67963-108.

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 A350 aeroplane that has embodied



modification 116357 in production is a Group 2 aeroplane, provided that no affected part has been installed in service on that aeroplane.

Reason:

Following the introduction of the inflatable free aisle restrictor (IFAR) system on Airbus A350-900 aeroplanes single lane slide/rafts, the manufacturer identified that the IFAR on passenger doors 3 single lane slides showed inconsistent release behavior in aft wind conditions.

This condition, if not corrected, could result in the slide being unusable during an emergency event, which would impair the safe evacuation of occupants.

To address this potential unsafe condition, Airbus issued the SBs, as defined in this AD, to provide instructions to remove affected parts and install serviceable parts.

Safran issued the VSB, as defined in this AD, to provide instructions for modification and re-identification of affected parts.

For the reasons described above, this AD requires the replacement of the affected parts. This AD also prohibits (re)installation of affected parts on any aeroplane.

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

Required as indicated, unless accomplished previously:

Modification / Replacement:

- (1) For Group 1 aeroplanes: Within 27 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SBs.

Part(s) 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 the effective date of this AD.

Ref. Publications:

Airbus SB A350-25-P181 original issued dated 22 July 2021.

Airbus SB A350-25-P182 original issued dated 22 July 2021.

Safran SB A350 006-25-08 original issue dated 07 June 2021, or Revision 1 dated 05 November 2021.

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. This AD was posted on 09 December 2021 as PAD 21-178 for consultation until 06 January 2022. The Comment Response Documents 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 A350 XWB, E-mail: continued-airworthiness.a350@airbus.com.

