

Safety Information Bulletin

Airworthiness

SIB No.: 2024-02

Issued: 22 January 2024

Subject: Emergency Exit Safety Barriers Modification / Models Selection

Ref. Publications:

- Airbus Operators Information Transmission (OIT) 999.0067/21 original issue dated 28 December 2021.
- 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.

This is information only. Recommendations are not mandatory.



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.

Table 1 - Emergency Exit Safety Barrier P/Ns

Procurable	Usable (see Note 1 of this SIB)	Old barriers	Retrofitted old barriers	Upgraded barriers	Improved barriers
No	No	98D52003004000			
No	No	98D52003004001			
No	Yes		98D52003004002		
No	No			98D52003009002	
No	No			98D52003009003	
Yes	Yes				98D52003009002 Issue C
Yes	Yes				98D52003009003 Issue C

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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