



Airworthiness Directive

AD No.: 2020-0090R1

Issued: 21 July 2020

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: 28 July 2020
Original issue: 24 April 2020

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0090 issued on 20 April 2020, which superseded EASA Emergency AD 2020-0020-E dated 05 February 2020, including its Correction dated 06 February 2020.

ATA 31 – Indicating / Recording Systems – Integrated Control Panels – Modification ATA – Airplane Flight Manual – Abnormal / Normal Procedures Sections – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 116010 or mod 116038 has been embodied in production.

Definitions:

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

The FOT: Flight Operators Transmission (FOT) 999.0006/20.

The SB: Airbus Service Bulletin (SB) A350-31-P038.

The AFM TR: Airbus A350 Airplane Flight Manual (AFM) Temporary Revision (TR) 124 Issue 1.



Reason:

Two in-service occurrences were reported involving inadvertent liquid spillage on the ENG START panel or Electronic Centralized Aircraft Monitoring (ECAM) Control Panel (ECP) on the centre pedestal in the flight deck on A350 aeroplanes. In both cases, the aeroplane experienced an un-commanded engine in-flight shut-down (IFSD) of an engine some time after the liquid spillage. Subsequent engine relight attempts were not successful. In both events, the flight crew performed a diversion and landed the aeroplane safely.

Results of the preliminary technical investigations indicate abnormal operation of the components of the ENG START panel or ECP due to liquid spillage in the system.

This condition, if not corrected, could lead to a dual engine IFSD, possibly resulting in a forced landing with consequent damage to the aeroplane and injury to occupants.

To initially address these occurrences, Airbus published the AFM TR 123 Issue 1 defining a liquid prohibited zone in the cockpit, and the procedures to be followed in the case of inadvertent liquid spillage on the centre pedestal. Airbus also published the FOT, reminding operators about the standard practices for handling liquids in the cockpit to reduce the probability of hazards. Consequently, EASA published Emergency AD 2020-0020-E to require amendment of the AFM.

Since that AD was issued, Airbus developed mod 116010, introducing a removable cover for the integrated control panel (ICP) and issued the SB to provide modification instructions. This cover allows to protect the ICP completely, including engine master levers, thumbwheels and rotary knobs. This cover should be removed during critical flight phases (e.g. take-off, approach and landing, handling of ECAM procedures), but must be installed during other flight phases. At the same time, Airbus published the AFM TR defining a "liquid prohibited" zone in the cockpit, ICP removable cover use, and the procedures to be followed in the case of inadvertent liquid spillage on the centre pedestal. Airbus also revised the FOT accordingly.

For the reasons described above, EASA issued AD 2020-0090, retaining the requirements of EASA AD 2020-0020-E, which was superseded, and requiring installation of the ICP removable cover in the cockpit and amendment of the AFM.

Since that AD was issued, Airbus developed mod 116038, introducing a water resistant ENG START panel and ECP ICP.

Consequently, this AD is revised to exclude post-mod 116038 aeroplanes from the Applicability.

This AD revision is still considered to be an interim action and further AD action may follow.



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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) Before next flight after 07 February 2020 [the effective date of EASA AD 2020-0020-E], amend the applicable AFM by incorporating the AFM TR 123 Issue 1, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (2) Amending the applicable AFM of an aeroplane by incorporating an AFM revision, which includes the same content as the AFM TR 123 issue 1, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Modification / AFM Amendment:

- (3) Within 28 days after 24 April 2020 [the effective date of original issue of this AD], modify the aeroplane by installing ICP removable cover in the cockpit in accordance with the instructions of the SB.
- (4) Before next flight after the modification as required by paragraph (3) of this AD, amend the applicable AFM by removing the AFM TR 123, previously inserted as required by paragraph (1) of this AD, and incorporating the AFM TR, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (5) Amending the applicable AFM of an aeroplane by incorporating an AFM revision, which includes the same content as the AFM TR, is acceptable to comply with the requirements of paragraph (4) of this AD for that aeroplane.

Note 1: Airbus Major Event Revision (MER) of the A350 Master Minimum Equipment List (MMEL) provides instructions to allow aircraft operation with ICP removable cover damaged or missing.

Ref. Publications:

Airbus A350 AFM TR 123 Issue 1 dated 05 February 2020.

Airbus A350 AFM TR 124 Issue 1 dated 02 April 2020.

Airbus A350-31-P038 original issue dated 17 April 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Airbus FOT 999.0006/20 revision 02 dated 16 April 2020.

Airbus A350 MMEL MER dated 09 April 2020, EASA approval reference D20008466, which is available at AirbusWorld.



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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.
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, E-mail: continued-airworthiness.a350@airbus.com.

