

Airworthiness Directive

AD No.: 2020-0100

Issued: 05 May 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):

A330, A340, A350 and A380 aeroplanes

Effective Date: 19 May 2020

TCDS Number(s): EASA.A.004, EASA.A.015, EASA.A.110 and EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Cargo Compartment Lining Panels – Inspection / Repair / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343 and A330-941 aeroplanes, all manufacturer serial numbers (MSN);

Airbus A340 aeroplanes, all certified models, all MSN;

Airbus A350-941 and A350-1041 aeroplanes, all MSN; and

Airbus A380-841, A380-842 and A380-861 aeroplanes, all MSN.

Definitions:

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

All certified models: This includes all models (of a type design) certified before the date of issuance of this AD.

Affected part: Lining panels made of honeycomb core material, installed in the forward, aft and bulk cargo compartments.

The applicable SB: Airbus Service Bulletin (SB) A330-25-3743, SB A340-25-4378, SB A340-25-5241, SB A350-50-P006 and SB A380-50-8010, as applicable.

Groups: Group 1 aeroplanes are those that have a (one or more) repaired affected part installed. Group 2 aeroplanes are those that do not have any repaired affected part installed.

Reason:

The results of a recent investigation revealed a quality issue with a specific repair method (known as Speedpatch AF800) of damage-through honeycomb core cargo linings by speed patches applied to both sides. Out of the two materials proposed to be used for repair, one is not passing the flame penetration tests.

This condition, if not detected and corrected, reduces the ability of such repaired linings to contain smoke or fire, possibly resulting in an increased risk of an uncontained fire in cargo compartment and consequent structural damage to the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable SB to provide inspection and repair instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of each affected part and, depending on findings, repair of each affected part, or replacement with a serviceable part. This AD also prohibits (re)installation of certain repaired affected parts on an aeroplane, and prohibits certain repairs of any affected part by using Speedpatch AF800.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Group 1 aeroplanes: Within 23 months after the effective date of this AD, accomplish a DET of each affected part in accordance with the instructions of the applicable SB.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, it is identified that an affected part was repaired with patches on both sides of the panel (damage-through) and 'Speedpatch AF800' is present on at least one side, before next flight, or within the time allowed by the operator's Minimum Equipment List (MEL), repair that panel in accordance with the instructions of the applicable SB. If the type of patch cannot be identified, that patch is to be considered as 'Speedpatch AF800'.

Replacement:

- (3) Replacement on an aeroplane of each repaired affected part with a serviceable panel is an acceptable method to comply with the requirements of paragraphs (1) and (2) of this AD for that aeroplane.



Parts Installation:

- (4) Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install on any aeroplane an affected part that was repaired with patches on both sides of the panel (damage-through) and 'Speedpatch AF800' is present on at least one side.

Repair Prohibition:

- (5) Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not repair any damage-through on an affected part by using 'Speedpatch AF800'.

Ref. Publications:

Airbus SB A330-25-3743 original issue dated 23 September 2019.

Airbus SB A340-25-4378 original issue dated 23 September 2019.

Airbus SB A340-25-5241 original issue dated 23 September 2019.

Airbus SB A350-50-P006 original issue dated 30 October 2019.

Airbus SB A380-50-8010 original issue dated 12 December 2019.

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 25 February 2020 as PAD 20-041 for consultation until 24 March 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 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact AIRBUS, as specified below:
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