



Airworthiness Directive

AD No.: 2021-0061

Issued: 05 March 2021

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: 19 March 2021

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 31 – Indicating / Recording Systems – Flight Warning System – Modification

ATA – Aircraft Flight Manual – Ram Air Turbine Performance – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except aeroplanes that have embodied Airbus modification (mod) 116544 in production.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-31-P040.

The applicable AFM TR: Airbus A350 Airplane Flight Manual (AFM) Temporary Revision (TR) 126 Issue 1 or AFM TR 127 issue 1, as applicable to aeroplane model.



Reason:

During flight tests, it has been identified that the opening of the ram air outlet flaps causes a disturbance of the air flow around the ram air turbine (RAT) when the landing gear is extended. The consequence is a non-negligible effect on the overall performance of the RAT in case of total engine flame out (TEFO) or electrical emergency configuration, combined with auxiliary power unit (APU) running.

This condition, if not corrected, could lead to partial or total loss of RAT electrical power generation, when RAT is deployed in an emergency condition with landing gear extended, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, providing instructions to install Airbus temporary quick change (ATQC) V3 for flight warning system (FWS) software (SW) standard (STD) 6/2.0 to improve the electronic centralized aircraft monitoring procedure in case of TEFO or electrical emergency configuration. In addition, Airbus published the applicable AFM TR to mitigate RAT performance impacts in TEFO when the APU bleed is ON.

For the reasons described above, this AD requires incorporation of the applicable AFM TR into the applicable AFM and installation of ATQC V3 for FWS SW STD 6/2.0.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) Within 90 days after the effective date of this AD, amend the applicable AFM by incorporating the applicable AFM TR, inform all flight crews, and thereafter, operate the aeroplane accordingly.

Note 1: In case any discrepancy is identified between procedures displayed on the Electronic Centralized Aircraft Monitoring (ECAM) and procedures stated in the applicable AFM, the AFM procedures prevail.

- (2) Amending the applicable AFM of an aeroplane by incorporating a later AFM revision, which includes the same content as the applicable AFM TR, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Modification:

- (3) Within 8 months after the effective date of this AD, modify the aeroplane by installing ATQC V3 for FWS SW STD 6/2.0 in accordance with the instructions of the SB.

Ref. Publications:

Airbus A350 AFM TR 126 issue 1, EASA approval date 15 December 2020.

Airbus A350 AFM TR 127 issue 1, EASA approval date 15 December 2020.

Airbus SB A350-31-P040 original issue dated 12 January 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 02 February 2021 as PAD 21-011 for consultation until 02 March 2021. 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.
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 XWB, E-mail: continued-airworthiness.a350@airbus.com.

