



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 20-034**

**Issued: 13 February 2020**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A350 Aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter Protection – Modification

**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification 110029 has been embodied in production.

**Definitions:**

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

**Affected part:** Emergency Locator Transmitters (ELT), having Part Number (P/N) 01N65900.

**The applicable SB:** Airbus Service Bulletin (SB) A350-25-P151 or SB A350-25-P152, as applicable.

**Reason:**

The results of engineering investigations by laboratory test on an ELT battery highlighted that a lack of protection against current injection of 28 Volts DC or 115 Volts AC on a non-rechargeable ELT lithium battery could, even after significant delay, induce a battery fire.



This condition, if not corrected, could lead to local temporary fire, possibly resulting in damage to the aeroplane and injury to occupants

To address this potential unsafe condition, Airbus issued the applicable SB to provide modification instructions to improve the ELT battery current injection protection.

For the reasons described above, this AD requires a modification of ELT protection by installing a diode between the affected part and the terminal block.

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

Required as indicated, unless accomplished previously:

**Modification:**

Within 24 months after the effective date of this AD, install a diode between the affected part and the terminal block in accordance with the instructions of the applicable SB.

**Ref. Publications:**

Airbus SB A350-25-P151 original issue dated 10 January 2020.

Airbus SB A350-25-P152 original issue dated 10 January 2020.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 12 March 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS A350 XWB, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

