



Airworthiness Directive

AD No.: 2018-0154

Issued: 19 July 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: 02 August 2018

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 26 – Fire Protection – Engine Fire Extinguishing Pipes – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers (MSN) as listed in the AOT.

Definitions:

The AOT: Airbus Alert Operators Transmission (AOT) A26P004-18 original issue.

Affected areas: Engine 1 and 2 fire extinguishing pipes in engine fan case zone (Zone 1) and in engine core zone (Zone 3).

Reason:

During an inspection on the A350 final assembly line, after engine installation, protective caps were found still in place on fire extinguishing lines at engine zone 1 and zone 3. Further investigations indicated that this failure of removing them, as the standard instructions specify, may have occurred on other aeroplanes. Airbus has identified the MSN that may be affected.

This condition, if not detected and corrected, could, in case of an engine fire, prevent extinguishing that engine fire, possibly resulting in reduced control of the aeroplane.



To address this unsafe condition, Airbus published the AOT to provide inspection instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the affected areas and, depending on findings, removal of the protective caps.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 4 months after the effective date of this AD, accomplish a DET of the affected areas in accordance with the instructions of the AOT.

Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, any protective cap is found installed, before next flight, remove the cap in accordance with the instructions of the AOT.

Ref. Publications:

Airbus AOT A26P004-18 original issue dated 26 June 2018.

The use of later approved revisions of the above-mentioned document 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. 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 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: continued-airworthiness.a350@airbus.com.

