Airworthiness Directive

AD No.: 2018-0246

Issued: 13 November 2018

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: 27 November 2018
TCDS Number(s): EASA.A.151
Foreign AD: Not applicable
Supersedure: None

ATA 36 – Pneumatic – Engine Bleed Air System – Modification
Aircraft Flight Manual – Amendment

Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 113759 has been embodied in production.

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

The AFM TR: Airbus A350 Aircraft Flight Manual (AFM) Temporary Revision (TR) 114 issue 1.

The applicable SB: Airbus Service Bulletin (SB) A350-31-P028 (for aeroplanes fitted with Flight Warning System (FWS) standard (STD) S4/2.0) and SB A350-31-P029 (for aeroplanes fitted with FWS STD S5/2.2), as applicable.

Reason:
Due to a misbehaviour in the establishment of the FWS logic, it is possible that the « AIR Auxiliary Power Unit (APU) BLEED LEAK » Electronic Centralized Aircraft Monitoring (ECAM) alert triggers several times. Therefore, several resets of the engine 1 bleed may need to be performed. Each time

the flight crew performs an engine 1 bleed reset, structural parts are exposed to hot air for several seconds.

This condition, if not corrected, could lead to exposure of critical locations and surrounding structure to heat stress, possibly resulting in reduced structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the AFM TR to provide an updated procedure «AIR APU BLEED LEAK» operations, and Flight Operations Transmission (FOT) 999.0062/18, informing operators that Airbus provides two different Temporary Quick Changes (ATQC) to the ECAM, as applicable, depending on the installed FWS standard, either STD S4/2.0 or STD S5/2.2.

Installation of that ATQC is already required by EASA AD 2018-0213, related to a different unsafe conditionand is therefore not mandated again by this AD.

For the reasons described above, this AD requires only the amendment of the applicable AFM to update the procedures related to «AIR APU BLEED LEAK» operations.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

(1) Within 30 days after the effective date of this AD, amend the applicable AFM to incorporate the AFM TR, inform all flight crews, and, thereafter, operate the aeroplane accordingly (see Note 1 of this AD).

(2) Amending the applicable AFM to incorporate a later AFM revision, which includes the AFM TR as required by paragraph (1) of this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.

Note 1: In case any discrepancy is identified between procedures displayed on the ECAM and procedures stated in the applicable AFM, the AFM procedures prevail.

Ref. Publications:

Airbus A350 AFM TR 114 issue 1.0 approval date 17 August 2018.

Airbus SB A350-31-P028 original issue dated 17 September 2018.

Airbus SB A350-31-P029 original issue dated 17 September 2018.

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

FOT 999.0062/18 original issue dated 17 September 2018.

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.