Airworthiness Directive

AD No.: 2019-0203

Issued: 20 August 2019

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: 03 September 2019

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 24 – Electrical Power – Ram Air Turbine Performance – Modification (Software Update)

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers, except those that have embodied Airbus modification 113749 in production.

Definitions:

For the purpose of this AD, the following definition applies:

The SB: Airbus Service Bulletin (SB) A350-42-P012.

Reason:

It has been determined through testing that ram air turbine (RAT) performance may be below the expected (certified) level when the landing gear is extended.

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, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, providing instructions to install flight control and guidance system (FCGS) software (SW) X11 Standard (STD) to limit aircraft side slip and guarantee RAT electrical power generation performance in case of total engine flame out, or during a total loss of normal electrical power generation.

For the reasons described above, this AD requires installation of FCGS SW X11 STD.

This AD is considered to be partial action and further AD action will follow.

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

Required as indicated, unless accomplished previously:

Modification:

Within 10 months after the effective date of this AD, modify the aeroplane by installing FCGS SW X11 STD in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A350-42-P012 original issue dated 26 June 2019.

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. This AD was posted on 25 July 2019 as PAD 19-142 for consultation until 10 August 2019. No comments were received during the consultation period.

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 XWB, E-mail: continued-airworthiness.a350@airbus.com.