



## Airworthiness Directive

**AD No.:** 2020-0060

**Issued:** 16 March 2020

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:** 23 March 2020

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 78 – Exhaust – Pressure Relief Latch Access Doors – Modification

### Manufacturer(s):

Airbus

### Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers.

### Definitions:

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

**The SB:** Airbus Service Bulletin (SB) A350-78-P009.

**The Goodrich SB:** Goodrich SB RA35078-030.

**Affected TR / LAD:** Thrust reversers (TR) and latch access doors (LAD), having a Part Number (P/N) as listed in Table 1 of this AD and not marked or stamped, as applicable, with the Goodrich SB reference.

**Groups:** Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed. An A350 aeroplane that has embodied Airbus modification (mod) 111025 in production is a Group 2 aeroplane, provided that the aeroplane remains in that configuration.



**Reason:**

A fire test revealed that the latches for the forward and aft pressure relief doors could be opened during exposure to fire, leading to a breach in the engine core firewall. Further investigation results revealed that the spring rate of the washers could deviate under fire.

This condition, if not corrected, could lead to an uncontained engine fire, possibly resulting in reduced control of the aeroplane.

To address this unsafe condition, Airbus developed production mod 111025 to improve thermal protection of the affected TR, and issued the SB to provide in-service modification instructions.

For the reasons described above, this AD requires modification and re-identification of the affected TR / LAD.

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

Required as indicated, unless accomplished previously:

Table 1 – Affected TR / LAD

	P/N
TR Right Hand (RH) Engine 1	351-3002-511, 351-3002-513, 351-3002-515, 351-3002-517, 351-3002-519, 351M3010-503, 351M3010-537, 351M3010-519 and 351M3010-525
TR RH Engine 2	351-3004-507, 351-3004-509, 351-3004-511, 351-3004-513, 351-3004-515, 351M3010-507, 351M3010-541, 351M3010-523 and 351M3010-527
TR Left Hand (LH) Engine 1	351-3001-511, 351-3001-513, 351-3001-515, 351-3001-517, 351-3001-519, 351M3010-535, 351M3010-501, 351M3010-517, 351M3010-543 and 351M3010-531
TR LH Engine 2	351-3003-507, 351-3003-509, 351-3003-511, 351-3003-513, 351-3003-515, 351M3010-505, 351M3010-539, 351M3010-521, 351M3010-545 and 351M3010-533
Forward LAD	351-3531-517 and 351-3531-521
Aft LAD	351-3536-515 and 351-3536-519

**Modification:**

(1) For Group 1 aeroplanes: Within 3 months after the effective date of this AD, accomplish concurrently the actions as required by paragraphs (1.1), (1.2) and (1.3) of this AD, in accordance with the instructions of the SB.

(1.1) Modify each affected LAD.

(1.2) Replace the lower aft thermal blanket on each affected TR.

(1.3) Mark the Goodrich SB reference on the identification plate of the affected TR / LAD.



**Parts Installation:**

(2) Do not install an affected TR / LAD on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After modification of the aeroplane as required by paragraph (1).

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

**Ref. Publications:**

Airbus SB A350-78-P009 original issue dated 08 June 2018.

Goodrich SB RA35078-030 original issue dated 08 June 2018, or revision 1 dated 11 November 2019.

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 28 January 2020 as PAD 20-021 and republished as PAD 20-021R1 on 25 February 2020 for consultation until 10 March 2020. 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued-airworthiness.a350@airbus.com).

