



Airworthiness Directive

AD No.: 2020-0203

Issued: 23 September 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: 07 October 2020

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2020-0090R1 dated 21 July 2020.

ATA 31 – Indicating / Recording Systems – Integrated Control Panels – Modification ATA – Airplane Flight Manual – Abnormal / Normal Procedures Sections – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers, except those on which Airbus modification (mod) 116038 has been embodied in production.

Definitions:

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

The FOT: Airbus Flight Operations Transmission (FOT) Ref. 999.0006/20.

The Interim SB: Airbus Service Bulletin (SB) A350-31-P038.

The modification SB: Airbus SB A350-31-P039, in-service introduction of mod 116038.

Reason:

Two in-service occurrences were reported, involving inadvertent liquid spillage on the ENG START panel and Electronic Centralized Aircraft Monitoring (ECAM) Control Panel (ECP), otherwise known



as the Integrated Control Panel (ICP), on the centre pedestal in the flight deck on A350 aeroplanes. In both cases, after the liquid spillage, the aeroplane experienced an un-commanded engine in-flight shut-down (IFSD). Subsequent engine relight attempts were not successful. In both events, the flight crew performed a diversion and landed the aeroplane safely. Results of the preliminary technical investigations indicated abnormal operation of the components of the ICP due to liquid spillage in the system.

This condition, if not corrected, could lead to a dual engine IFSD, possibly resulting in a forced landing with consequent damage to the aeroplane and injury to occupants.

To initially address these occurrences, Airbus published Airplane Flight Manual (AFM) Temporary Revision (TR) 123 Issue 1 defining a liquid prohibited zone in the cockpit, and the procedures to be followed in the case of inadvertent liquid spillage on the centre pedestal. Airbus also published the FOT, reminding operators about the standard practices for handling liquids in the cockpit to reduce the probability of hazards. Consequently, EASA published Emergency AD 2020-0020-E to require incorporation of AFM TR 123 Issue 1 into the applicable AFM.

Since that AD was issued, Airbus developed mod 116010, introducing a removable protective cover for the ICP and issued the Interim SB to provide modification instructions. This cover allows complete protection of the ICP, including engine master levers, thumbwheels and rotary knobs. It should be removed during critical flight phases (e.g. take-off, approach and landing, handling of ECAM procedures), but must be installed during other flight phases. At the same time, Airbus published AFM TR 124 Issue 1, defining a “liquid prohibited” zone in the cockpit, instructions for ICP removable cover use, and procedures to be followed in case of inadvertent liquid spillage on the centre pedestal. Airbus also revised the FOT accordingly. Consequently, as an interim action, EASA published AD 2020-0090 (later revised to exclude post-mod 116038 aeroplanes from the Applicability), retaining the requirements of EASA AD 2020-0020-E, which was superseded, to require installation of the ICP removable cover in the cockpit and to require incorporation of AFM TR 124 Issue 1 into the AFM.

Since EASA AD 2020-0090R1 was issued, Airbus published the modification SB, as defined in this AD, to provide in-service modification instructions.

For the reason described above, this AD partially retains the requirements of EASA AD 2020-0090R1, which is superseded, and requires the installation of the new water resistant ICP and the removal of the ICP protective cover and AFM TR 124.

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

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) Before next flight after 07 February 2020 [the effective date of EASA AD 2020-0020-E], amend the applicable AFM by incorporating the AFM TR 123 Issue 1, inform all flight crews, and thereafter, operate the aeroplane accordingly.



- (2) Amending the applicable AFM of an aeroplane by incorporating an AFM revision, which includes the same content as the AFM TR 123 Issue 1, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Interim Modification / AFM Amendment:

- (3) Within 28 days after 24 April 2020 [the effective date of EASA AD 2020-0090], modify the aeroplane by installing ICP removable cover in the cockpit in accordance with the instructions of the Interim SB.
- (4) Before next flight after the modification as required by paragraph (3) of this AD, amend the applicable AFM by removing the AFM TR 123, previously inserted as required by paragraph (1) of this AD, and incorporating the AFM TR 124 Issue 1, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (5) Amending the applicable AFM of an aeroplane by incorporating an AFM revision, which includes the same content as the AFM TR 124 Issue 1, is acceptable to comply with the requirements of paragraph (4) of this AD for that aeroplane.

Note 1: Airbus Major Event Revision (MER) of the A350 Master Minimum Equipment List (MMEL) provides instructions to allow aircraft operation with ICP removable cover damaged or missing.

Final Modification:

- (6) Within 8 months after the effective date of this AD, install a new water resistant ICP in accordance with the instructions of the modification SB.
- (7) Concurrently with modification of an aeroplane as required by paragraph (6) of this AD, remove the ICP protective cover, previously installed as required by paragraph (3) of this AD, and remove the AFM amendment as required by paragraph (2) or (4) of this AD, as applicable, from the AFM of that aeroplane.

Ref. Publications:

Airbus A350 AFM TR 123 Issue 1 dated 05 February 2020.

Airbus A350 AFM TR 124 Issue 1 dated 02 April 2020.

Airbus SB A350-31-P038 original issue dated 17 April 2020.

Airbus SB A350-31-P039 original issue dated 04 August 2020.

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

Airbus FOT Ref. 999.0006/20 Revision 02 dated 16 April 2020.

Airbus A350 MMEL MER dated 09 April 2020, EASA approval reference D20008466, which is available at [AirbusWorld](#).



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 03 September 2020 as PAD 20-131 for consultation until 17 September 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.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS, E-mail: continued-airworthiness.a350@airbus.com.

