Airworthiness Directive

AD No.: 2024-0058

Issued: 04 March 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A350 aeroplanes

Effective Date:	11 March 2024
TCDS Number(s):	EASA.A.151
Foreign AD:	Not applicable
Supersedure:	None

ATA 36 – Pneumatic – Precooler Exchanger – Inspection

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A36P010-23.

Affected part: Pre-cooler exchanger (PCE) Part Number (P/N) 67200000-02.

Reason:

An occurrence was reported where, during a maintenance inspection, thrust reverser and pylon thermal blankets have been found damaged due to air leak coming from the PCE directly in the thermal blanket direction. Investigation is still on-going to understand the premature failure of the PCE.

This condition, if not detected and corrected, could result in blanket damage that, if combined with an independent event of engine fire, could lead to a temporary uncontrolled fire.

To address this potential unsafe condition, Airbus issued the AOT to provide test and inspection instructions for the affected parts.

For the reason described above, this AD requires repetitive leak test of the affected parts, and, depending on findings, accomplishment of additional inspection(s) and applicable corrective action(s). This AD requires also reporting of leak test results.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Repetitive Test(s):

(1) Within the compliance time as defined in Table 1 of this AD, as applicable and, thereafter, at intervals not to exceed 100 flight cycles (FC), accomplish a leak test of each affected part in accordance with the instructions of the AOT.

Table 1 – Initial Inspection

	Compliance Time (A or B, whichever occurs later)
A	Before the PCE exceeds 5 500 FC since new (first installation on an aeroplane)
B	Before exceeding 100 FC or within 3 months, whichever occurs first after the effective date of this AD

Inspection(s):

(2) If, during any test as required by paragraph (1) of this AD, a leak is detected, perform visual inspection of the thermal blankets, in accordance with the instructions of the AOT.

Corrective Action(s):

(3) If, during any test as required by paragraph (1) of this AD, a leak is detected, before next flight, replace that affected part in accordance with the instructions of the AOT.

(4) If, during any inspection as required by paragraph (2) of this AD, any discrepancy, as defined in the AOT, is identified, before next flight, contact Airbus for approved repair instructions and accomplish those instructions accordingly. Replacement of a damaged blanket can be accomplished in accordance with the instructions of the applicable Aircraft maintenance manual.

Terminating Action(s):

(5) None.

Reporting:

(6) Within 30 days or 5 FC, whichever occurs later after the accomplishment of any leak test as required by paragraph (1) of this AD, report the leak test results, including no findings, to Airbus. This can be accomplished in accordance with the instructions of the AOT.

Part(s) Installation:

(7) From the effective date of this AD, it is allowed to install a PCE on an aeroplane, provided, after that installation, leak tests of that PCE are accomplished as required by paragraph (1) of this AD. Following installation, the first leak test can be deferred until 5 500 FC since new (first installation) of that PCE on an aeroplane, or until 100 FC since last accomplishment of a leak test (no leak detected) in accordance with the instructions of the AOT, as applicable. If the FC accumulated since last leak test are unknown, accomplish the leak test before next flight after installation.

Ref. Publications:

Airbus AOT A36P010-23 original issue dated 13 February 2024.

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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 01 April 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

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. 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.