



## Emergency Airworthiness Directive

**AD No.:** 2020-0020-E

**Issued:** 05 February 2020

Note: This Emergency 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 February 2020

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Airplane Flight Manual – Abnormal / Normal Procedures Sections – Amendment

**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 FOT:** Flight Operators Transmission (FOT) 999.0006/20.

**The AFM TR:** Airbus A350 Airplane Flight Manual (AFM) Temporary Revision (TR) 123 Issue 1.1

**Reason:**

Two in-service occurrences were reported involving inadvertent liquid spillage on the ENG START panel or ECAM Control Panel (ECP) on the centre pedestal in the flight deck on A350 aeroplanes. In both cases, the aeroplane experienced an un-commanded engine in-flight shut-down (IFSD) of an engine some time after the liquid spillage. 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 indicate abnormal operation of the components of the ENG START panel or ECP 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 address these occurrences, Airbus published the applicable AFM TR 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.

For the reasons described above, this AD requires amendment of the AFM.

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, unless accomplished previously:

#### AFM Amendment:

- (1) Before next flight after the effective date of this AD, amend the applicable AFM by incorporating the AFM TR, as defined in this AD, inform all flight crew, 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, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

#### Ref. Publications:

Airbus A350 AFM TR 123 Issue 1.1, dated 04 February 2020.

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

Airbus FOT 999.0006/20 original issue dated 31 January 2020.

#### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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 A350 XWB, E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

