



Airworthiness Directive

AD No.: 2020-0100R1

Issued: 04 November 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):

A330, A340, A350 and A380 aeroplanes

Effective Date: Revision 1: 11 November 2020
Original issue: 19 May 2020

TCDS Number(s): EASA.A.004, EASA.A.015, EASA.A.110 and EASA.A.151

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0100 dated 05 May 2020.

ATA 25 – Equipment / Furnishings – Cargo Compartment Lining Panels – Repair / Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343 and A330-941 aeroplanes, all manufacturer serial numbers (MSN);

Airbus A340 aeroplanes, all certified models, all MSN;

Airbus A350-941 and A350-1041 aeroplanes, all MSN; and

Airbus A380-841, A380-842 and A380-861 aeroplanes, all MSN.

Definitions:

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

All certified models: This includes all models (of a type design) certified before the date of issuance of this AD.



Affected part: Lining panels made of honeycomb core material, installed in the forward, aft and bulk cargo compartments, which have been repaired with patches on both sides of the panel (damage-through) and ‘Speedpatch AF800 series’ is present on at least one side; except those that have been repaired in accordance with the approved Airbus repair instructions/maintenance procedures as listed in Table 1 of this AD, or those that have been repaired in accordance with instructions of the applicable SB. If the type of patch and/or the repair method which was applied cannot be identified, that panel is to be considered as an affected part.

Serviceable part: A cargo compartment lining panel that is not an affected part.

The applicable SB: Airbus Service Bulletin (SB) A330-25-3743, SB A340-25-4378, SB A340-25-5241, SB A350-50-P006 and SB A380-50-8010, as applicable.

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.

Reason:

The results of a recent investigation revealed a quality issue with a specific repair method of damage-through honeycomb core cargo linings by patches applied to both sides. Out of the two materials proposed to be used for repair, one (known as ‘Speedpatch AF800 series’) is not passing the flame penetration tests.

This condition, if not detected and corrected, reduces the ability of such repaired linings to contain smoke or fire, possibly resulting in an increased risk of an uncontained fire in cargo compartment and consequent structural damage to the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable SB to provide inspection and repair instructions. Consequently, EASA issued AD 2020-0100 to require a one-time detailed inspection (DET) of each affected part and, depending on findings, repair of each affected part, as defined in this AD, or replacement with a serviceable part, as defined in this AD. That AD also prohibited (re)installation of affected parts on an aeroplane, and prohibited certain repairs of any affected part by using ‘Speedpatch AF800 series’.

Since that AD was issued, it was identified that there is no need to require a DET, as its purpose is only to identify if any affected parts are installed, and the repair or replacement corrects the unsafe condition.

For the reason described above, this AD revises EASA AD 2020-0100 by amending the definition of an affected part and by introducing a definition of a serviceable part. The inspection requirement of paragraph (1) has been deleted and paragraphs (2) to (5) have been amended accordingly, clarifying the intent of this AD. Finally, some editorial changes have been made to improve readability.

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

Required as indicated, unless accomplished previously:



Inspection(s):

- (1) Deleted.

Corrective Action(s) / Repair:

- (2) For Group 1 aeroplanes: Within 23 months after 19 May 2020 [the effective date of EASA AD 2020-0100 at original issue], repair each affected part in accordance with the instructions of the applicable SB.

Table 1 - Repair/Maintenance Tasks for “Damage-Through” using AF800 Series Patches

Aeroplane	Repair Instructions/Maintenance Procedures according to Aircraft Maintenance Manual
A330 A340	Task 25-50-00-340-805-A, task 25-50-00-340-806-A, and any task which was published / revised after 19 May 2020 [the effective date of EASA AD 2020-0100 at original issue]
A350	Task A350-A-50-13-XX-0A001-685A-A, and any task which was published / revised after 19 May 2020 [the effective date of EASA AD 2020-0100 at original issue]
A380	Any task which was published / revised after 19 May 2020 [the effective date of EASA AD 2020-0100 at original issue]

Replacement:

- (3) Replacement on an aeroplane of each affected part with a serviceable part, as defined in this AD, is an acceptable method to comply with the requirements of paragraph (2) of this AD for that aeroplane.

Parts Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install on any aeroplane an affected part, as defined in this AD.

Repair Prohibition:

- (5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not repair “damage-through” on any cargo compartment lining panel by using any ‘Speedpatch AF800 series’ repair, unless this is accomplished in accordance with approved Airbus repair instructions/maintenance procedures as listed in Table 1 of this AD, or in accordance with the instructions of the applicable SB.

Ref. Publications:

Airbus SB A330-25-3743 original issue dated 23 September 2019.

Airbus SB A340-25-4378 original issue dated 23 September 2019.

Airbus SB A340-25-5241 original issue dated 23 September 2019.

Airbus SB A350-50-P006 original issue dated 30 October 2019.



Airbus SB A380-50-8010 original issue dated 12 December 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. The original issue of this AD was posted on 25 February 2020 as PAD 20-041 for consultation until 24 March 2020. Revision 1 of this AD was posted on 07 September 2020 as PAD 20-135 for consultation until 21 September 2020. The Comment Response Documents 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, as specified below:
IAL Airworthiness Office E-mail: airworthiness.a330-a340@airbus.com;
IIAK Airworthiness Office E-mail: continued-airworthiness.a350@airbus.com;
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