Emergency Airworthiness Directive

AD No.: 2017-0154-E

Issued: 22 August 2017

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: 24 August 2017

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 29, 47 – Hydraulic System / Fuel Tank Inerting System – Engine Driven Pump Rapid Overheat – Master Minimum Equipment List Restriction

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all serial numbers.

Reason:

In the A350 design, the hydraulic fluid cooling system is located in the fuel tanks. Recently, an overheat failure mode of the the A350 hydraulic Engine Driven Pump (EDP) has been found. Such EDP failure may cause a fast temperature rise of the hydraulic fluid.

This condition, if not detected and corrected, combined with an inoperative Fuel Tank Inerting System (FTIS), could lead to an uncontrolled overheat of the hydraulic fluid, possibly resulting in ignition of the fuel-air mixture in the affected fuel tank.

To address this potential unsafe condition, Airbus issued a Major Event Revision of the Airbus A350 Master Minimum Equipment List (MMEL) that incorporates restrictions to avoid an uncontrolled overheat of the hydraulic system. Appendix 1 of this AD contains the list of MMEL items and related display messages that have been changed to "NO GO".

For the reasons described above, this AD requires implementation of those Airbus A350 MMEL changes and, consequently, restrictions for aeroplane dispatch.

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

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

Required as indicated, unless accomplished previously:

MMEL Changes - Dispatch Restrictions:

(1) Before next flight after the effective date of this AD, implement the MMEL changes in accordance with Airbus A350 MMEL Major Event Revision dated 21 August 2017, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

Ref. Publications:

Airbus A350 MMEL Major Event Revision dated 21 August 2017, EASA approval reference D17028232, which is available at AirbusWorld.

The use of later approved revisions of these 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 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 Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS XWB, E-mail: continued-airworthiness.a350@airbus.com.

Appendix 1 – List of affected (not exhaustive) MMEL items

Item No.	MMEL Item name / Display Message
21-09-01	AIR OVHT ON FUEL INERTING 1(2) Message
21-09-03	AIR UNDERPRESSURE ON FUEL INERTING 1(2) Message (or AIR PRESS LO ON FUEL INERTING 1(2) Message)
21-50-01	Air conditioning Pack
21-50-02C	Pack 1 Valve – Both valves inoperative
21-50-03C	Pack 2 Valve – Both valves inoperative
21-50-04B	Pack Flow Sensor – Both sensors inoperative on the same pack
21-50-07C	Pack Ram Air Inlet Door – Associated pack considered inoperative
21-50-08C	Pack Ram Air Outlet Door – Associated pack considered inoperative
21-50-09B	Pack Control Chanel – Both channels inoperative
21-58-01	Fuel Inerting Inlet Valve
21-58-02	Fuel Inerting Inlet Valve Flap
21-58-03	Fuel Inerting Ram Air Outlet Flap
21-58-04	Fuel Inerting Temperature Control Valve
21-58-05	Fuel Inerting Turbine Valve
21-60-02C	Hot Air Valve – Associated pack valves deactivated
29-09-02	HYD FILTER CLOGGED Message
29-33-01	Green System Temperature Monitoring Redundancy
29-33-02	Yellow System Temperature Monitoring Redundancy
29-33-07	Yellow Hydraulic Monitoring Control
29-33-08	Green Hydraulic Monitoring Control
42-11-01	CPIOM H32
42-11-02	CPIOM H33
42-11-03	CPIOM H34
47-10-01	FTIS