



Airworthiness Directive

AD No.: 2017-0180

Issued: 18 September 2017

Note: This 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: 22 September 2017

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2017-0154-E dated 22 August 2017.

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 Airbus A350 design, the hydraulic fluid cooling system is located in the fuel tanks. Recently, an overheat failure mode of the hydraulic engine-driven pump (EDP) was 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, 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 (MER) of the A350 Master Minimum Equipment List (MMEL) that incorporates restrictions to avoid an uncontrolled overheat of the hydraulic system. Consequently, EASA issued Emergency AD 2017-0154-E to require implementation of these dispatch restrictions.



Since that AD was issued, following further investigation, Airbus issued another MER of the A350 MMEL that expands the number of restricted MMEL items. At the same time, Airbus revised Flight Operation Transmission (FOT) 999.0068/17, to inform all operators about the latest MMEL restrictions.

For the reasons described above, this AD retains the requirements of EASA Emergency AD 2017-0154-E, which is superseded, and requires implementation of the new Airbus A350 MMEL MER and, consequently, restrictions for aeroplane dispatch.

This AD is still 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:

MMEL Changes - Dispatch Restrictions:

- (1) Before next flight after 24 August 2017 [the effective date of EASA AD 2017-0154-E], implement the MMEL changes in accordance with Airbus A350 MMEL MER dated 21 August 2017.
- (2) Within 30 days after the effective date of this AD, implement the MMEL changes in accordance with Airbus A350 MMEL MER dated 06 September 2017, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

Ref. Publications:

Airbus A350 MMEL MER dated 21 August 2017, EASA approval reference D17028232.

Airbus A350 MMEL MER dated 06 September 2017, EASA approval reference D17029962, which is available at [AirbusWorld](#).

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

Airbus Flight Operation Transmission 999.0068/17 Rev. 01, dated 06 September 2017.

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.

