

 <b>適航指令發布單</b> <b>Airworthiness Directive Issuance Form</b>			
民航局 AD 編號 AD number	CAA-2017-08-008 緊急	發布日期 Date issued	2017/8/23
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A350-941 aeroplanes, all serial numbers.		
主旨摘要	Hydraulic System / Fuel Tank Inerting System - Engine Driven Pump Rapid Overheat - Master Minimum Equipment List Restriction		
民航局 CAA <input type="checkbox"/> 本國產品 Native products <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authorities <input type="checkbox"/> FAA <input type="checkbox"/> Germany LBA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> CAA-NL <input type="checkbox"/> Brazil <input type="checkbox"/> UK CAA <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> Japan CAB <input type="checkbox"/> DGAC <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____		
	設計國 AD 編號 Original AD number	2017-0154-E	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 29,47. Ref. Publications: Airbus A350 MMEL Major Event Revision dated 21 August 2017, EASA approval reference D17028232, which is available at AirbusWorld.		
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a> Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail： <a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a>			



## 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](mailto: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](mailto: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

