



Airworthiness Directive

AD No.: 2017-0093

Issued: 24 May 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: 31 May 2017

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Potable Water Tank Brackets – Modification

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, manufacturer serial numbers (MSN) 0021 to 0025 inclusive, 0027 to 0029 inclusive, 0032 to 0036 inclusive, 0038 to 0040 inclusive, 0042 to 0053 inclusive, 0055 to 0058 inclusive, 0061, 0064, 0066 and 0067.

Reason:

During the qualification vibration testing of a new potable water tank, the primary structure bracket, installed at frame (FR) 89 between stringer (STGR) 37 and STGR38 on left hand (LH) and right hand (RH) sides, failed. Results of the subsequent investigation revealed that this bracket could not withstand cyclic loads generated during a possible sustained engine vibration. In case of failure of the affected bracket structure, the band clamp of the cradle, onto which the potable water tank is installed, would possibly fail as well, resulting in a free movement of the potable water tank.

This condition, if not corrected, could lead to damage of adjacent system installations and consequent improper functioning of an affected system, possibly resulting in reduced control of the aeroplane, due to system failure(s).



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To address this potential unsafe condition, Airbus developed reinforced brackets made from titanium, which are embodied in production through Airbus modification 110244, and introduced in service through Airbus Service Bulletin (SB) A350-53-P017.

For the reasons described above, this AD requires replacement of the affected brackets with reinforced parts.

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

Required as indicated, unless accomplished previously:

- (1) Within 7 months after the effective date of this AD, replace the affected brackets installed at FR89 between STGR37 and STGR38 on LH and RH sides with reinforced brackets in accordance with the instructions of Airbus SB A350-53-P017.
- (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install a primary structure bracket having Part Number (P/N) V53474256012 on LH side or V53474256010 on RH side at FR89 between stringer STGR37 and STGR38, on that aeroplane.

Ref. Publications:

Airbus SB A350-53-P017 original issue, dated 25 January 2017.

The use of later approved revisions of this document 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. This AD was posted on 26 April 2017 as PAD 17-053 for consultation until 10 May 2017. The Comment Response Document 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 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: continued-airworthiness.a350@airbus.com.



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