



## Airworthiness Directive Cancellation Notice

**AD No.:** 2025-0093-CN

**Issued:** 26 May 2026

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** 26 May 2026

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Cancellation:** This Notice cancels EASA AD 2025-0093 dated 25 April 2025.

### ATA 32 – CANCELLED: Landing Gear – Nose Landing Gear Shock Absorber – Functional Check

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**Manufacturer(s):**

Airbus

**Applicability:**

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.

**Definitions:**

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

**Affected part:** Nose Landing Gear (NLG) Sliding Piston Assembly having Part Number (P/N) 6407A2000-01, P/N 6407A2000-02, P/N 6407A2000-03 (Common NLG standard), P/N 5035A3200-01 or P/N 5035A3200-02 (EIS NLG Standard).

**The AOT:** Airbus Alert Operators Transmission (AOT) A32P031-24 Revision 04.

**Groups:**

Group 1 aeroplanes are those equipped with a NLG Sliding Piston Assembly P/N 6407A2000-01, P/N 6407A2000-02 or P/N 6407A2000-03, fitted on a NLG P/N 6406Axxxx (common standard).

Group 2 aeroplanes are those equipped with a NLG Sliding Piston Assembly P/N 5035A3200-01 or P/N 5035A3200-02 (EIS NLG Standard) fitted on a NLG P/N 4816Axxxx (EIS Standard).



Group 3 aeroplanes are those equipped with a NLG Sliding Piston Assembly P/N 6407A2000-01, P/N 6407A2000-02 or P/N 6407A2000-03, fitted on a NLG P/N 6406Bxxxx.

Group 4 aeroplanes are those that do not have an affected part installed.

Note 1: 'xxxx' represents any numerical sequence value.

#### Reason:

Mechanical noises, originating from the NLG shock absorber during ground manoeuvres, were reported. These noises have been attributed to an increased friction between the lower bearing carrier (LBC) and the main fitting of the sliding tube. This increased friction may result in deformation of the anti-rotation tabs located on the LBC and consequently, relative movement may occur between the LBC and the main fitting. That might cause wear of the corrosion protection coating on the main fitting due to subsequent movement of the retainer ring positioned between the two components, which could gradually lead to corrosion of the NLG main fitting itself.

It was initially determined that this condition, if not detected and corrected, could lead to structural failure of the NLG and consequent collapse, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the AOT Revision 03 to provide inspection instructions. Consequently, EASA issued AD 2024-0188 to require a steering check of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, it was determined that one additional NLG P/N is affected. The AOT A32P031-24 at Revision 04 was published to update applicability to NLG Sliding Piston Assembly fitted on a NLG having P/N 6406Bxxxx. Following that, EASA published AD 2025-0093, retaining the requirements of EASA AD 2024-0188, which was superseded, and introducing specific requirements for Group 3 aeroplanes.

Since that AD was issued, further investigation and analysis determined that the condition described above does not lead to a possible NLG collapse. Consequently the specific unsafe condition addressed by this AD is no longer supported and, therefore, this AD can be cancelled.

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

None.

#### Ref. Publications:

Airbus AOT A32P031-24 original issue dated 18 April 2024, Revision 01 dated 29 July 2024, Revision 2 dated 28 August 2024, Revision 03 dated 26 September 2024, or Revision 04 dated 11 March 2025.

#### Remarks:

1. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



2. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

