European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0183

Issued: 25 August 2025

Note: This Airworthiness Directive (AD) 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.

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A350 aeroplanes

Effective Date: 01 September 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 73 – Engine Fuel and Control – Hydro-Mechanical Unit – Replacement / Life Limitation

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Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 aeroplanes, all manufacturer serial numbers equipped with Rolls-Royce Trent XWB-84 engines, Trent XWB-84EP engines or Trent XWB-75 engines.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-73-P019, which refers to the Rolls-Royce Alert SB TRENT XWB 73-AL166 and associated Rolls-Royce Control Systems NMSB G5000HMU-73-01.

Affected part: Hydro-mechanical units (HMU) having Part Number (P/N) G5000HMU02 or P/N G5000HMU03.

Serviceable part: An HMU that is not an affected part; or an affected part that has accumulated less than 26 500 HMU hours since new (first installation on an aeroplane), or since last overhaul.

Groups: Group 1 aeroplanes are those that have an affected part installed.
Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

Engine Health Monitoring (EHM) on Rolls-Royce Trent XWB-84 engines identified abnormal HMU behaviour via “Fuel Metering Valve position high” alerts, requiring premature HMU removals. Root cause analysis traced the issue to wear-induced stiction within the Combining Spill Valve (CSV), where piston-to-housing friction prevents full closure. Due to the design similarity, this issue could also concern Rolls-Royce Trent XWB-75 and Trent XWB-84EP engines.

This condition, if not corrected, could cause an unintended internal fuel leak during high power demand, leading to reduced fuel flow and potential thrust shortfalls and, combined with a loss of the second engine, could possibly result in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide instructions for replacement of the affected parts at reduced life limits.

For the reason described above, this AD requires replacement of affected parts before exceeding the reduced life limit.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement / Life Limit:

(1) For Group 1 aeroplanes: Before an affected part exceeds the life limit as defined in Table 1 of this AD, as applicable, replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the SB.

Table 1 – HMU Replacement / Life Limit

Engine Model	Calendar Timeframe	Life Limit (see Note 1 of this AD)
Trent XWB-84 or Trent XWB-75	01 October 2025 to 31 December 2026	35 000 HMU hours
	01 January 2027 to 31 December 2027	30 000 HMU hours
	From 01 January 2028	26 500 HMU hours
Trent XWB-84EP	From 01 October 2025	26 500 HMU hours

Note 1: The HMU hours referred to in Table 1 of this AD are those accumulated by the affected part since new (first installation on an aeroplane), or since last overhaul.

Part(s) Installation:

(2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any engine of the aeroplane, or to install an engine having an affected part installed on an aeroplane, provided that the part is a serviceable part, and following installation, it is replaced as required by paragraph (1) of this AD.

Note 2: Removal of an affected part from any engine of an aeroplane and subsequent re-installation of that affected part on the same location of the same aeroplane, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (2) of this AD.

Ref. Publications:

Airbus SB A350-73-P019 original issue dated 15 July 2025.

Rolls-Royce Alert NMSB TRENT XWB 73-AL166 original issue dated 17 June 2025

Rolls-Royce Control Systems NMSB G5000HMU-73-01 original issue dated 30 May 2025.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 22 September 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. 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.