European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0074

Issued: 08 April 2026

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: 22 April 2026

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0139 dated 16 July 2025.

ATA 29 – Hydraulic Power – Engine-Driven Pump – Software Update / Modification

ATA – Aircraft Flight Manual – Abnormal and Emergency Procedures – Amendment

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 116830 and Airbus mod 117811 have been embodied in production.

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

The SB1: Airbus Service Bulletin (SB) A350-29-P051 Revision 01.

The SB2: Airbus SB A350-29-P052.

The SB3: Airbus SB A350-29-P053, Airbus SB A350-29-P054, Airbus SB A350-29-P055 and Airbus SB A350-29-P056.

The AFM DU revision:
Airbus A350 Airplane Flight Manual (AFM) Documentary Unit (DU):
00025056.0001001 dated 11 September 2019
00025057.0001001 dated 11 September 2019
00025058.0001001 dated 11 September 2019
00025059.0001001 dated 11 September 2019

Affected part: Engine-driven pump (EDP), having Part Number (P/N) 53098-0X, where "X" is any number between 1 and 6 inclusive.

Groups: Group 1 aeroplanes are those that have hydraulic monitoring and control application (HMCA) software (SW) S4.2 standard installed.
Group 2 aeroplanes are those that have HMCA SW S5.0 standard installed.
Group 3 aeroplanes are those that have an affected part installed at any location.
Group 4 aeroplanes are those that have EDP P/N 53098-07 installed in all 4 locations.

Reason:
Occurrences of failure of EDPs of the standard EDP-06 were reported. The consequent high friction and subsequent damage to the EDP could lead to overheating of the EDP case drain (CD). As per design, in case of overheat, a temperature monitoring and isolation of the hydraulic fluid CD cooling line, located in the fuel tanks, are in place.

This condition, if not corrected, leads to a non-compliance to the quantitative safety requirements for the 'uncontrolled EDP CD overheat' failure condition, due to the repetitive nature of those overheat events.

To address this potential unsafe condition, Airbus developed HMCA SW S6.0 enhancing the robustness of the EPD CD overheat protection, which is embodied in production through Airbus mod 116830, and published the SB1 and the SB2 providing instructions for retrofit installation. Consequently, EASA issued AD 2025-0035 to require modification of the HMCA.

After EASA AD 2025-0035 was issued, it was determined that the AFM was mistakenly not identified as an affected publication following the SB1 Revision 01 application. Consequently, Airbus issued SB1 Revision 02 addressing this omission, and EASA published AD 2025-0139 to require amendment of the AFM DU and to also include clarification about the applicability of its concurrent requirements, superseding AD 2025-0035.

Since that AD was issued, Airbus issued the SB3 to provide instructions to replace the affected parts with improved EDP, having P/N 53098-07, which are embodied in production through Airbus mod 117811.

For the reasons described above, this AD retains the requirements of EASA AD 2025-0139, which is superseded, and requires replacement of each affected part with improved EDP.

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:

Re-statement of the Requirements of EASA AD 2025-0139:

Modification:

(1) Within the compliance time specified in Table 1 of this AD, as applicable, modify the HMCA in accordance with the instructions of the applicable SB (see Note 1 of this AD).

Table 1 – Modification

Group	Applicable SB	Compliance Time (after 26 February 2025 [the effective date of EASA AD 2025-0035])
1	SB1	Within 6 months
2	SB2	Within 12 months

Note 1: After accomplishment of the modification as required by paragraph (1) of this AD, an aeroplane remains in compliance with the requirement of paragraph (3) of EASA AD 2018-0178, as applicable.

Concurrent Requirements / Additional Modification:

(2) Prior to or concurrently with the modification of an aeroplane as required by paragraph (1) of this AD, modify that aeroplane in accordance with the instructions of Airbus SB A350-42-P020, as applicable (see Note 2 of this AD).

Note 2: Airbus SB A350-42-P020 provides instructions to install various Airbus mods on aeroplanes in service, depending on aeroplane configuration. The Concurrent Requirements / Additional Modification, as required by paragraph (2) of this AD, is not applicable for an aeroplane on which all those mods, as applicable, have been embodied in production. Refer to Airbus SB A350-42-P020 for a complete list of those mods and their applicability, based on aeroplane configuration.

Credit:

(3) Modification of an aeroplane, accomplished before 30 July 2025 [the effective date of EASA AD 2025-0139] in accordance with the instructions of Airbus SB A350-29-P051 at original issue and RDAF 81504363/023/2024#C is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

AFM Amendment:

(4) For Group 1 aeroplanes: Within 3 months after 30 July 2025 [the effective date of EASA AD2025-0139], implement the AFM DU revision, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.

(5) Amending the AFM of an aeroplane by incorporating Airbus A350 AFM revision dated 06 March 2025, or later revision, is an acceptable method to comply with the requirements of paragraph (4) of this AD for that aeroplane.

New Requirements of this AD:
Modification:

(6) For Group 3 aeroplanes: Within 40 months after the effective date of this AD, but not before the modification as required by paragraph (1) of this AD, replace each affected part on all four locations with an improved EDP, having P/N 53098-07, in accordance with the instructions of the SB3.

Note 3: After accomplishment of the modification as required by paragraph (6) of this AD, an aeroplane remains in compliance with the requirement of paragraph (4) of EASA AD 2018-0178, as applicable.

Part(s) Installation:

(7) Do not install on any aeroplane an affected part, as required by paragraph (7.1) or (7.2) of this AD, as applicable.

(7.1) For Group 3 aeroplanes: After modification of the aeroplane on all four locations as required by paragraph (6) of this AD.

(7.2) For Group 4 aeroplanes: From the effective date of this AD.

(8) For Group 1, Group 2, Group 3 and Group 4 aeroplanes: From the effective date of this AD, do not install HMCA SW S5.0 or earlier standard on any aeroplane.

Acceptable Method of Compliance:

(9) Installing HMCA SW standard later than S6.0 on an aeroplane, in accordance with Airbus approved instructions, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

(10) Modification of an aeroplane by installing EDP approved later than EDP P/N 53098-07, eligible for installation in accordance with approved Airbus maintenance instructions, is an acceptable method to comply with the requirements of paragraph (6) of this AD for that aeroplane.

Ref. Publications:

Airbus SB A350-29-P051 original issue dated 28 October 2024, or revision 01 dated 20 December 2024, or revision 02 dated 11 April 2025.

Airbus SB A350-29-P052 original issue dated 28 October 2024, or revision 01 dated 06 February 2025, or revision 02 dated 06 May 2025.

Airbus SB A350-29-P053 original issue dated 07 January 2026.

Airbus SB A350-29-P054 original issue dated 07 January 2026.

Airbus SB A350-29-P055 original issue dated 07 January 2026.

Airbus SB A350-29-P056 original issue dated 07 January 2026.

Airbus SB A350-42-P020 original issue dated 10 August 2023.

Airbus A350 AFM DU 00025056.0001001 dated 11 September 2019.

Airbus A350 AFM DU 00025057.0001001 dated 11 September 2019.

Airbus A350 AFM DU 00025058.0001001 dated 11 September 2019.

Airbus A350 AFM DU 00025059.0001001 dated 11 September 2019.

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

Remarks:

1. This If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 23 February 2026 as PAD 26-032 for consultation until 23 March 2026. 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. 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.