



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 25-096

**Issued:** 27 June 2025

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS S.A.S.

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

A350 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 24 – Electrical Power – Ram Air Turbine – Replacement

**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:

**MP task:** Maintenance Procedure (MP) task A350-A-24-24-XX-00001-398A-A, revision date prior to November 2023.

**Affected part:** Ram air turbine (RAT) module identified with Functional Item Number (FIN) 1XE and having Part Number (P/N) 1713586A, which has been deployed in flight and subsequently retracted in accordance with the instructions of the MP task, as defined in this AD.

If no maintenance records are available to determine the previous history of a part, as needed, that part must be considered an affected part.



**Serviceable part:** RAT Module eligible for installation in accordance with Airbus instructions, which is not an affected part.

**The SB:** Airbus Service Bulletin (SB) A350-24-P149.

**Groups:** Group 1 aeroplanes are aeroplanes which have an affected part installed. Group 2 aeroplanes are aeroplanes which do not have an affected part installed.

**Reason:**

During scheduled functional checks, abnormal RAT Point of Regulation (POR) frequencies were observed, exceeding the expected range. Further investigations, including wind tunnel testing and teardown, revealed corrosion on a blade bearing due to gravity-driven humidity ingress while in stowed position. This corrosion altered the blade angle, leading to overspeed conditions.

This condition, if not corrected, could lead to partial or total loss of RAT electrical power generation, when RAT is deployed in an emergency condition, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide instructions to identify and replace each affected part with a serviceable part; to mitigate the risk Airbus also updated MP task A350-A-24-24-XX-00001-398A-A (revision dated November 2023).

For the reason described above, this AD requires replacement of the affected part. This AD also prohibits (re)installation of affected part, and to retract a RAT module in accordance with the instructions of the MP task.

**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:**

- (1) For Group 1 aeroplanes: Within 4 years after the effective date of this AD, replace the affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the SB.

**Additional Maintenance Requirements:**

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not accomplish any maintenance action on an aeroplane in accordance with the instructions of the MP task, as defined in this AD.

**Part(s) Installation:**

- (3) Do not install an affected part on any aeroplane as required by paragraph (3.1) or (3.2) of this AD, as applicable.
  - (3.1) For Group 1 aeroplanes: After replacement of the affected part as required by paragraph (1) of this AD.
  - (3.2) For Group 2 aeroplanes: From the effective date of this AD.



**Ref. Publications:**

Airbus SB A350-24-P149 original issue dated 20 June 2025.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 25 July 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS S.A.S. A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

