

Airworthiness Directive

AD No.: 2026-0082

Issued: 20 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: 04 May 2026

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Aileron, Elevator and Rudder Servocontrols – Replacement

Manufacturer(s):

Airbus

Applicability:

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

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-27-P079 Revision 1.

The equipment SB: Moog SB CA67000-27-12, CA67005-27-10, CA67007-27-10 or CB36000-27-07, as applicable.

Reidentification: Marking of the identification plate of an affected part with “27-07” (inboard aileron servocontrol for A350-1041 aeroplane), “27-12” (inboard aileron servocontrol for A350-941 aeroplane), or “27-10” (elevator or rudder servocontrol), in accordance with the instructions of the equipment SB.

Affected part: Servocontrols having a Part Number (P/N) and serial number (s/n) as listed in the Appendix of the SB, as defined in this AD; except those which have been reworked and reidentified in accordance with the instructions of the equipment SB; and except those which have been reworked and reidentified in accordance with the instructions of the SB.

Serviceable part: Any servocontrol, eligible for installation in accordance with approved Airbus instructions, that is not an affected part.

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:

An occurrence was identified by the actuator supplier indicating that certain servocontrol units installed on A350 aeroplanes were delivered with a solenoid operated valve (SOV) assembled with an incorrect leadwire gauge. The SOV is a subcomponent of the servo module and commands the switching of the servocontrol between damping mode and active mode. The incorrect leadwire gauge may allow water ingress and migration through the leadwire up to the solenoid coils.

This condition, if not corrected, could lead to an incorrect switching of the servo control between active mode and damping mode, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide instructions to replace each affected part with a serviceable part.

For the reasons described above, this AD requires replacement of affected parts with serviceable parts and prohibits reinstallation of affected parts.

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: Unless otherwise required by paragraph (2) of this AD, within 22 months since last installation of an affected part on the aeroplane, or within 18 months after the effective date of this AD, whichever occurs first, replace that affected part with a serviceable part in accordance with the instructions of the SB (see Notes 1 and 2 of this AD).

Note 1: The SB provides instructions to modify on-wing an affected part of an aeroplane into a serviceable part, which are acceptable to comply with the requirements of paragraph (1) of this AD, as applicable, for that aeroplane.

Note 2: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part at the same location of the same aeroplane, accomplished during a single maintenance visit, without return to shop for rework, is not considered as 'installation' as specified in paragraph (1), (2) and (3) of this AD.



- (2) For Group 1 aeroplanes: If the date of last installation of an affected part on the aeroplane is unknown, within 3 months after the effective date of this AD, replace that affected part with a serviceable part, in accordance with the instructions of the SB.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date AD, do not install an affected part on any aeroplane (see Note 2 of this AD).

Ref. Publications:

Airbus Service Bulletin A350-27-P079 Revision 1 dated 13 February 2026.

The use of later approved revisions of the above-mentioned document 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 13 March 2026 as PAD 26-034 for consultation until 10 April 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.

