



Airworthiness Directive

AD No.: 2025-0035

Issued: 12 February 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: 26 February 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

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

Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers (MSN), except those on which Airbus modification (mod) 116830 has 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.

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.

Reason:

Occurrences of failure of hydraulic engine driven pumps (EDP) 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, is 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 Hydraulic Monitoring and Control Application (HMCA) SW S6.0 enhancing the robustness of the EPD CD overheat protection, which is embodied in production through Airbus mod 116830, and published Airbus SB1 and SB2 for retrofit installation.

For the reasons described above, this AD requires modification of the HMCA.

This AD is considered to be an interim action and further AD action may follow.

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:

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 the effective date of this AD)
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 concurrent with 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.

Credit:

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



Ref. Publications:

Airbus SB A350-29-P051 original issue dated 28 October 2024 or revision 01 dated December 2024.

Airbus SB A350-29-P052 original issue dated 28 October 2024.

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

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. This AD was posted on 04 December 2024 as PAD 24-146 for consultation until 03 January 2025, and republished on 22 January 2025 as PAD 24-146R1 for additional consultation until 05 February 2025. The Comment Response Documents 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.

