



Airworthiness Directive

AD No.: 2025-0272

Issued: 02 December 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: 16 December 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 49 – Airborne Auxiliary Power – Air Intake Flap Hinge – Inspection

ATA – Master Minimum Equipment List – Amendment

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 AOT: Airbus Alert Operators Transmission (AOT) A49P001-25.

The VSB: Honeywell (Vendor) Service Bulletin (VSB) HGT1700-49-8408.

The FOT: Airbus Flight Operations Transmission (FOT) 999.0052/25.

The MMEL update: Airbus A350 Master Minimum Equipment List (MMEL) items 49-16-01A, 49-16-01D and 49-16-01E identified as MI-49-16-00017120.0001001 (see Note 1 of this AD), as provided in Airbus A350 MMEL Major Event Revision (MER) dated 13 October 2025.



Note 1: In MI-49-16-00017120.0001001 the previously existing MMEL items 49-16-01D and 49-16-01E do not appear any longer since they are no longer to be used.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in Airbus documentation.

Affected part: Auxiliary Power Unit (APU) air intake assemblies, having Part Number (P/N) 70720055-03, P/N 70720055-03 Amdt A, P/N 70720055-04, P/N 70720055-04 Amdt A, P/N 70720055-05 or P/N 70720055-05 Amdt A.

Groups:

- Group 1 aeroplanes are those that have an affected part installed and that have an aeroplane reference date before 01 January 2019 **AND** operated, at least once before the effective date of this AD, under MMEL item 49-16-01A, 49-16-01D or 49-16-01E dated before 13 October 2025.
- Group 2 aeroplanes are those that have an affected part installed and that have an aeroplane reference date before 01 January 2019 **OR** operated, at least once before the effective date of this AD, under MMEL item 49-16-01A, 49-16-01D or 49-16-01E dated before 13 October 2025.
- Group 3 aeroplanes are those that have an affected part installed and that are not Group 1 and Group 2 aeroplanes.
- Group 4 aeroplanes are those that do not have an affected part installed.

Reason:

Two in-service occurrences of APU air intake flap detachment have been reported on A350 aeroplanes since 2024. Subsequent investigation determined that cracks had initiated in the hinge areas due to corrosion pitting. Operation of the aeroplane under MMEL conditions with the APU air intake flap open and the APU off was identified to increase hinge stress and promote crack initiation and propagation.

This condition, if not detected and corrected, could lead to loss of the APU air intake flap, possibly resulting in damage to the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT referencing the VSB, to provide instructions for repetitive inspections of the affected parts, as defined in this AD, and released the FOT to inform operators about MMEL restrictions introduced to mitigate a risk of detachment of the APU air intake flap.

For the reasons described above, this AD requires repetitive inspections of the affected parts, accomplishment of applicable corrective action(s) depending on findings, and implementation of the MMEL update.

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:



Initial Inspection:

- (1) For Group 1, Group 2 and Group 3 aeroplanes: Within the compliance time specified in Table 1 of this AD, as applicable, accomplish the initial inspection of the affected parts in accordance with the instructions of the AOT (see Note 2 of this AD).

Note 2: The initial inspection, as required by paragraph (1) of this AD, includes also accomplishment of a 'blend-out' procedure, application of primer and paint, and reidentification of the affected part.

Table 1 - Initial Inspection

Groups	Compliance Time
1	Within 4 months after the effective date of this AD
2	Whichever occurs first, A or B: A) Within 8 months after the effective date of this AD B) If MMEL item 49-16-01 A, 49-16-01D or 49-16-01E dated before 13 October 2025 is applied on or after the effective date of this AD: Within 4 months after that MMEL application
3	Whichever occurs first, C or D: C) Within 12 months after the effective date of this AD, or 12 months since aeroplane date of reference, whichever occurs later D) If MMEL item 49-16-01 A, 49-16-01D or 49-16-01E dated before 13 October 2025 is applied on or after the effective date of this AD: Within 8 months after that MMEL application

Repetitive Inspections:

- (2) For Group 1, Group 2 and Group 3 aeroplanes: Within 24 months after the initial inspection as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 24 months, accomplish the repetitive inspections of the affected parts in accordance with the instructions of the AOT.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any damage exceeding the limits, as defined in the VSB, is detected on an affected part, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

MMEL Amendment:

- (4) For Group 1, Group 2, Group 3 and Group 4 aeroplanes: Within 90 days after the effective date of this AD, implement the instructions of the MMEL update, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (5) Amendment of the operator's MEL of an aeroplane by incorporating the MMEL update is an acceptable method to comply with the requirements of paragraph (4) of this AD for that aeroplane.



Terminating Action:

(6) None.

Part(s) Installation:

(7) For Group 1, Group 2, Group 3 and Group 4 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that it has been reidentified with a letter 'R' on its name plate and, thereafter, the repetitive inspections as required by this AD are accomplished on that part.

Ref. Publications:

Airbus AOT A49P001-25 original issue dated 09 October 2025.

Honeywell SB HGT1700-49-8408 original issue dated 08 October 2025.

Airbus A350 MMEL MER dated 13 October 2025.

Airbus FOT 999.0052/25 dated 09 October 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. This AD was posted on 10 November 2025 as PAD 25-173 for consultation until 24 November 2025. 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.

