



## Airworthiness Directive

**AD No.:** 2025-0008

**Issued:** 09 January 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:** 23 January 2025

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 27 – Flight Controls – Flight Control Remote Module – Replacement / Life Limitation

### 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:

**Affected parts:** Flight Control Remote Module (FCRM), having Part Number (P/N) CA71323-013, P/N CA71323-014, P/N CA71323-015 or P/N CA71323-016.

**Serviceable parts:** An FCRM, eligible for installation in accordance with Airbus instructions, which is not an affected part; or an affected part that has accumulated less than 9 000 flight cycles (FC) and less than 50 000 flight hours (FH) since first installation on any aeroplane (see Note 1 of this AD).

**The SB:** Airbus Service Bulletin (SB) A350-27-P066.

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



**Reason:**

Occurrences of (electronic centralised aircraft monitor) ECAM messages requiring FCRM replacement have been reported. Further investigation identified an issue linked to solder structural fatigue.

This condition, if not corrected, could lead to failure of a flight control actuator, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB, to introduce a life limit for the affected parts and to provide instructions for determination of their accumulated FH and FC.

For the reason described above, this AD requires replacement of affected parts before exceeding the life limit.

**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:

**Part Replacement:**

- (1) Within the compliance time as provided in Table 1 of this AD, as applicable, replace each affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the SB.

Note 1 : The FC and the FH referred in paragraph (1) of this AD are those accumulated by the affected parts since new (first installation on any aeroplane). If unknown, the SB provides instructions to determine the FC and FH accumulated by an affected part since new.

Table 1 - Affected Parts Replacement

<b>Compliance time: A or B, whichever occurs later</b>		
<b>A</b>	Before the affected part accumulates 9 000 FC or 50 000 FH (see Note 1), whichever occurs first	
<b>B</b>	<b>Aeroplane FC at the effective date of this AD</b> (since aeroplane date of manufacture)	<b>Compliance Time</b> (after the effective date of this AD)
	5 000 FC or more	5 months
	3 000 FC or more, but less than 5 000 FC	7 months
	Less than 3 000 FC	9 months

**Parts Installation:**

- (2) From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided the part is a serviceable part, and that, following installation, the affected part is replaced as required by paragraph (1) of this AD.



**Ref. Publications:**

Airbus SB A350-27-P066 original issue dated 12 November 2024.

The use of later approved revisions of the above-mentioned document 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 15 November 2024 as PAD 24-141 for consultation until 13 December 2024. 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](mailto: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 A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

