

Airworthiness Directive

AD No.: 2025-0099

Issued: 30 April 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: 07 May 2025

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flight Control Remote Module – 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 AOT: Airbus Alert Operators Transmission (AOT) A27P021-25.

Affected FCRM – type 1: Rudder Flight Control Remote Module (FCRM) and elevator FCRM, Part Number (P/N) CA71323-0XX (where 'XX' can be any numerical sequence), identified as 'affected unit' in the AOT, section 5.4.1 or 5.4.3.

Affected FCRM – type 2: FCRM P/N CA71323-0XX, identified as 'affected unit' in the AOT, section 5.4.2.

Where the AOT refers to 'the AOT effective date', the effective date of this AD must be used instead.

Serviceable FCRM: FCRM P/N CA71323-0XX, which is new (never previously installed on an aeroplane); or which, since new or since the last maintenance shop visit, as applicable, has not been exposed to hydraulic fluid.

Groups: Group 1 aeroplanes are those that have an affected FCRM – type 1 installed. Group 2 aeroplanes are those that are not Group 1.

Reason:

An occurrence was reported of loss of control of an outboard aileron surface. Subsequent investigations determined that the electronic card of the FCRM of that aileron had been contaminated by hydraulic fluid.

Due to similarity of design, elevator and rudder FCRM could be subject to the same failure mode.

This condition, if not detected and corrected, could lead to runaway of rudder or elevator surface, possibly leading to loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT providing instructions to replace FCRMs which have been exposed to hydraulic fluid contamination, and have not yet been replaced, and to prohibit swapping elevator and rudder FCRM with aileron and spoilers FCRM.

For the reason described above, this AD requires replacement of certain FCRM and introduces additional maintenance requirements.

This AD is considered 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:

Additional Maintenance Requirements:

- (1) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not swap any elevator FCRM or rudder FCRM with an aileron FCRM or spoiler FCRM.
- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, if any hydraulic leak, as identified in Table 1 of this AD, is reported on an aeroplane, before next flight, replace the affected FCRM(s) – type 2 of that aeroplane, as identified in Table 1 of this AD, with serviceable FCRM in accordance with the instructions of the AOT.



Table 1

Hydraulic leak location	Affected FCRM – type 2
Hydraulic leak <u>close to</u> Servocontrol functional item number (FIN) 1CY	FCRM FIN 201CY and FCRM FIN 202CY
Hydraulic leak <u>close to</u> Servocontrol FIN 2CY	FCRM FIN 202CY
Hydraulic leak <u>from</u> Servocontrol FIN 1CY	FCRM FIN 202CY
Hydraulic leak <u>close to</u> Servocontrol FIN 1CT1	FCRM FIN 201CT1
Hydraulic leak <u>close to</u> Servocontrol FIN 1CT2	FCRM FIN 201CT2

- (3) Concurrently with the replacement of the FCRM(s) of an aeroplane, as required by paragraph (2) of this AD, rectify the related hydraulic leak of that aeroplane. Using Airbus standard maintenance procedures, as referenced in the AOT, is an acceptable method to comply with this requirement.

FCRM Replacement:

- (4) For Group 1 aeroplanes: Within 24 days after the effective date of this AD, replace any affected FCRM - type 1 with a serviceable FCRM, in accordance with the instructions of the AOT.

Part(s) Installation:

- (5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on an aeroplane an elevator FCRM or a rudder FCRM, provided it is a serviceable FCRM, as defined in this AD.
- (6) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on an aeroplane an elevator servocontrol or a rudder servocontrol, provided it is equipped with a serviceable FCRM, as defined in this AD.

Ref. Publications:

Airbus AOT A27P021-25 original issue dated 30 April 2025.

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

Remarks:

- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
- Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 28 May 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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 A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

Superseded

