Airworthiness Directive

AD No.: 2025-0197R1

Issued: 26 September 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:	Revision 1: 03 October 2025 Original Issue: 19 September 2025
TCDS Number(s):	EASA.A.151
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2025-0197 dated 12 September 2025, which superseded EASA AD 2025-0129 dated 05 June 2025.

ATA 27 – Flight Controls – Primary Flight Control System – Modification

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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 revision (rev.) 01.

Affected FCRM – type 1: Rudder Flight Control Remote Module (FCRM) and elevator FCRM, having 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, as applicable.

Affected FCRM – type 2: FCRM having P/N CA71323-0XX, identified as 'affected unit' in the AOT, section 5.4.2.
Where the AOT refers to 'the AOT effective date', 07 May 2025 [the effective date of EASA AD 2025-0099] must be used instead.

Affected FCRM – type 3: FCRM having P/N CA71323-0XX, identified as 'affected unit' in the AOT, section 5.4.4, except those which, before 19 September 2025 [the effective date of the original issue of this AD], have been released to service after a maintenance shop visit.
These FCRMs are known to have been exposed to hydraulic fluid before aeroplane initial delivery.

Serviceable FCRM: FCRM having P/N CA71323-0XX, which is new (never previously installed on any 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.

The MSB: Airbus Modification Service Bulletin (SB) A350-27-P078, which provides instructions to install Flight Control and Guidance System (FCGS) PRIM P14.1.3 and SEC S14.1.2 Software (SW) standards.

The concurrent SB: Airbus SB A350-42-P020, which provides instructions to install FCGS PRIM P14 and SEC S14.1.1 SW standards.

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 A27P021-25, original issue, 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 spoiler FCRM. Consequently, EASA published AD 2025-0099 to require replacement of certain FCRM and to introduce additional maintenance requirements.

After that AD was issued, it has been determined that certain servocontrols have been exposed to hydraulic contamination before delivery of the aeroplane to the first operator, and Airbus issued the AOT, as defined in this AD, providing instructions for replacement of the FCRM initially installed on those servocontrols. The AOT also provides updated instructions to manage hydraulic leak from certain servocontrols. Consequently, EASA published AD 2025-0129, retaining the requirements of EASA AD 2025-0099, which was superseded, and requiring replacement of additional parts.

After that AD was issued, Airbus published the MSB, as defined in this AD, providing instructions for a modification, which permanently eliminates the above-described potential unsafe condition. Consequently, EASA published AD 2025-0197, retaining the requirements of EASA AD 2025-0129, which was superseded, and requiring installation of FCGS SW X14 standard, and prohibiting (re)installation of earlier FCGS SW standards.

Since that AD was issued, based on the comments received, it has been determined that the FCGS SW X14 standard should be specified as PRIM P14.1.3 and SEC S14.1.2 SW. Furthermore, the installation of any FCGS PRIM and SEC SW versions earlier than PRIM P14.1.3 and SEC S14.1.2 SW standards is prohibited on Group 2 aeroplanes after their modification.

For the reason described above, this AD is revised accordingly.

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:

Re-statement of the Requirements of EASA AD 2025-0129:

Additional Maintenance Requirements:

(1) For Group 1 and Group 2 aeroplanes: From 07 May 2025 [the effective date of EASA AD 2025-0099], 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 07 May 2025 [the effective date of EASA AD 2025-0099], 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 the serviceable FCRM in accordance with the instructions of the AOT (see Note 1 of this AD).

Table 1

Hydraulic leak location	**Affected FCRM – type 2**
Hydraulic leak close to Servocontrol functional item number (FIN) 1CY	FCRM FIN 201CY and FCRM FIN 202CY
Hydraulic leak close to Servocontrol FIN 2CY	FCRM FIN 202CY
Hydraulic leak from Servocontrol FIN 1CY	FCRM FIN 202CY
Hydraulic leak close to Servocontrol FIN 1CT1	FCRM FIN 201CT1
Hydraulic leak close to 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 (see Note 1 of this AD).

Note 1: The AOT includes updated instructions to rectify hydraulic leak from servocontrol FIN 1CY, 2CY, 1CT1 or 1CT2 of an aeroplane. Those updated instructions, which include provisions to defer a possible further replacement of the affected FCRM – type 2, are acceptable to comply with the requirements of paragraphs (2) and (3) of this AD, as applicable, for that aeroplane.

FCRM Replacement:

(4) For Group 1 aeroplanes: Within 24 days after 07 May 2025 [the effective date of EASA AD 2025-0099], replace any affected FCRM - type 1 with a serviceable FCRM, in accordance with the instructions of the AOT (see Note 2 of this AD).

Note 2: Replacement of an affected FCRM - type 1 of an aeroplane with an affected FCRM - type 3, accomplished before the effective date of this AD, is acceptable to comply with the requirements of paragraph (4) of this AD, as applicable, for that aeroplane. Refer to paragraph (5) of this AD for additional applicable requirements.

(5) For aeroplanes having an 'Affected FCRM – type 3' installed: Within 18 days after 12 June 2025 [the effective date of EASA AD 2025-0129], replace any affected FCRM - type 3 with a serviceable FCRM, in accordance with the instructions of the AOT.

Part(s) Installation:

(6) For Group 1 and Group 2 aeroplanes: From 12 June 2025 [the effective date of EASA AD 2025-0129], 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.

(7) For Group 1 and Group 2 aeroplanes: From 12 June 2025 [the effective date of EASA AD 2025-0129], 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.

Credit:

(8) For Group 1 and Group 2 aeroplanes: Accomplishment of a maintenance task on an aeroplane, in accordance with the instructions of the AOT A27P021-25 original issue and before the 12 June 2025 [the effective date of EASA AD 2025-0129], is acceptable to comply with the requirements of paragraphs (2), (3) and (4) of this AD, as applicable, for that aeroplane.

New Requirements of this AD:

Modification:

(9) For Group 1 and Group 2 aeroplanes: Within 3 months after 19 September 2025 [the effective date of the original issue of this AD], install the FCGS PRIM P14.1.3 and SEC S14.1.2 SW standards in accordance with the instructions of the MSB.

Concurrent Requirements / Additional Modification:

(10) Prior to or concurrent with the modification of an aeroplane as required by paragraph (9) of this AD, modify that aeroplane in accordance with the instructions of the concurrent SB, as defined in this AD.

Terminating Action:

(11) Modification of an aeroplane as required by paragraphs (9) and (10) of this AD cancels the requirements of paragraphs (1) to (8) of this AD for that aeroplane.

Credit:

(12) An aeroplane on which Airbus modification (mod) 121142 has been embodied in production is considered compliant with paragraphs (9) and (10) of this AD, provided that no earlier standards than FCGS PRIM P14.1.3 & SEC S14.1.2 SW standards are installed in service on that aeroplane. Consequently, the requirements of paragraphs (1) to (8) of this AD do not apply to this aeroplane.

Alternative Method of Compliance:

(13) Installing FCGS SW approved standards later than- PRIM P14.1.3 and SEC S14.1.2 SW standards on an aeroplane, in accordance with Airbus approved instructions, is an acceptable alternative method to comply with the requirements of paragraph (9) of this AD for that aeroplane.

Software Installation:

(14) For Group 1 and Group 2 aeroplanes: Do not install on any aeroplane any FCGS PRIM or SEC SW versions earlier than PRIM P14.1.3 and SEC S14.1.2 SW standards, after modification of the aeroplane as required by paragraph (9) or as specified by paragraph (13) of this AD.

(14.1) [DELETED]

(14.2) [DELETED]

Ref. Publications:

Airbus AOT A27P021-25 original issue dated 30 April 2025 and revision 1 dated 04 June 2025.

Airbus SB A350-27-P078 original issue dated 29 July 2025.

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. 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 10 October 2025. The Comment Response Document can be found in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.
   Only if any further comment is received during the consultation period, an additional 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.