



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-119**

**Issued: 31 July 2025**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS S.A.S.

**Type/Model designation(s):**

A350 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 42 – Integrated Modular Avionics – Core Processing Input and Output Module – Replacement

**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:

**The AOT:** Airbus Alert Operators Transmission (AOT) A42P003-25, which refers to Airbus Vendor Service Bulletin (VSB) C13210D-42-011.

**Affected part:** Core Processing Input and Output Modules J (CPIOM-J) having Part Number (P/N) C13210DA01 and serial number (s/n) as listed in Appendix 1 of this AD, except those that have been re-identified with the inspection label PNR F1320326.

**Serviceable part:** Any CPIOM-J, eligible for installation in accordance with Airbus instructions, that is not an affected part.



**Groups:** Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

**Reason:**

Thales (current manufacturer of the affected part) has identified a manufacturing quality issue on the ARINC 600 board of some CPIOM-J. Subsequent investigation revealed a potential quality gap on a batch of Printed Circuit Board of the CPIOM-J ARINC 600 board. The consequence is an increased probability of AFDX communication loss on the CPIOM-J.

This condition, if not corrected, could lead to partial or total loss of some avionics systems or functions, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT, as defined in this AD, to provide instructions to replace each affected part with a serviceable part.

For the reasons described above, this AD requires replacement of each affected part with a serviceable part. This AD also prohibits installation of an affected part on any aeroplane.

**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:

**Replacement:**

- (1) For Group 1 aeroplanes: Within 4 months after the effective date of this AD, replace each affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the AOT.

**Part(s) Installation:**

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

**Ref. Publications:**

Airbus AOT A42P003-25 original issue dated 25 June 2025.

Airbus VSB C13210D-42-011 original issue dated 27 June 2025.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 14 August 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, 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 PAD 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.

4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS S.A.S. A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).



**Appendix 1**  
List of Affected Parts (s/n)

s/n
C13210016830
C13210016832
C13210016833
C13210016834
C13210016835
C13210016836
C13210016837
C13210016839
C13210016841
C13210016843
C13210016844
C13210016845
C13210016846
C13210016847
C13210016848
C13210016851
C13210016852
C13210016853
C13210016872
C13210016876
C13210016880
C13210016883
C13210016884
C13210016885
C13210016891
C13210016900
C13210016966

