European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0177

Issued: 14 September 2026

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: 28 September 2026
TCDS Number(s): EASA.A.151
Foreign AD: Not applicable
Supersedure: None

ATA 31 – Indicating / Recording Systems – Integrated Control Panels – Inspection

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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 ISB: Airbus Inspection Service Bulletin (ISB) A350-31-P067.

Affected part: Fire Integrated Control Panels (ICP) Functional Item Number (FIN) 245VM having Part Number (P/N) 727-7206-03.

Serviceable part: Any fire ICP, eligible for installation in accordance with Airbus instructions (see paragraph (3) of this AD).

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.

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Groups:
Group 1 aeroplanes are those having an affected part installed.
Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

During in-service operation, one engine fire switch self-released in flight, causing an engine in-flight shut-down (IFSD). Subsequent investigation suggested that a mechanical shock to the fire ICP FIN 245VM could cause internal damage to the fire switch locking mechanism, potentially not detectable directly on the fire handle.

This condition, if not detected and corrected, could result in an in-flight engine(s) shut down and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the ISB, providing instructions for inspection and replacement of affected part. The ISB also includes instructions stipulating that, if any damage is identified, the affected part must be returned to the supplier for inspection and repair. Airbus has also implemented production controls, ensuring that aeroplanes with an aeroplane reference date later than 01 August 2026 are delivered with parts not subjected to mechanical shock prior to installation.

For the reasons described above, this AD requires a one-time general visual inspection (GVI) of the affected part and, depending on findings, accomplishment of applicable corrective action(s).

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:

Inspection:

(1) For Group 1 aeroplanes having the aeroplane reference date on or before 01 August 2026: Within 24 months after the effective date of this AD, accomplish a GVI of the affected part in accordance with the instructions of the ISB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any damage, as defined in the ISB, is found on the affected part, within 6 months after the inspection as required by paragraph (1) of this AD, but not later than 24 months after the effective date of this AD, replace that affected part with a serviceable part in accordance with the instructions of the ISB (see Note 1 of this AD).

Note 1: The ISB provides instructions to send the replaced affected part to the supplier for further investigation, as the analyses by the supplier are critical for the ongoing investigation.

Part(s) Installation:

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install a fire ICP having P/N 727-7206-03 on any aeroplane provided that, concurrently with the installation, the fire ICP passes an inspection (no damage found) in accordance with the instructions of the ISB.

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Reporting:

(4) Within 30 days after accomplishment of the inspection as required by paragraph (1) of this AD, or after the effective date of this AD, whichever occurs later, report the inspection results (including no findings) to Airbus. Using the inspection report attached to the applicable ISB is an acceptable method to comply with this requirement.

Ref. Publications:

Airbus ISB A350-31-P067 original issue dated 09 April 2026.

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. The original issue of this AD was posted on 21 July 2026 as PAD 26-087 for consultation until 18 August 2026. 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.

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