



## Airworthiness Directive

**AD No.:** 2025-0274R1

**Issued:** 07 July 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):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** Revision 01: 14 July 2026  
Original issue: 16 December 2025

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2025-0274 dated 09 December 2025, including its correction dated 11 December 2025, which superseded EASA AD 2025-0253 dated 14 November 2025.

## ATA 26 – Fire Protection – Fire Panel – Inspection

### Manufacturer(s):

Airbus, formerly Airbus Industrie

### Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A319-173N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-271NY, A321-272N, and A321-272NX aeroplanes, all manufacturer serial numbers (s/n).

### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** Fire panels having Part Number (P/N) 700TS06Y, 700TS06Y10, 700TS06Y11, 700TS06Y111, 700TS06Y12, 330TS08Y, 335TS08Y00 or P/N 335TS08Y01.



**Serviceable part:** Fire panels, eligible for installation in accordance with Airbus instructions (see paragraphs (5), (6) and (7) of this AD).

**The SB:** Airbus Service Bulletin (SB) A320-26-1137 Revision 02 or SB A320-26-1138 Revision 02, as applicable.

**The VSB:** SAFRAN (Vendor) SB (VSB) 330TS08Y-26-001 or VSB 335TS08Y-26-006, as applicable.

**The SIL:** SAFRAN Service Information Letter (SIL) 306-26-001.

**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.

**Groups:**

Group 1 aeroplanes are those having an affected part installed.

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Aeroplanes having the aeroplane reference date later than 11 September 2025 are considered Group 2 aeroplanes, provided that no affected part has been installed after the aeroplane reference date.

**Reason:**

Occurrences were received of one engine fire switch self-releasing, inducing an uncommanded in-flight shut down of one engine.

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

To address this issue, the manufacturer of the fire panel, SAFRAN, issued the VSB and the SIL providing instructions for inspection and/or replacement of the fire push buttons in shop, and a list of parts which have been determined to require an in-shop inspection and repair. Airbus issued the SB, providing instructions for inspection and replacement of fire panels. The SB also includes instructions stipulating that, if any damage is identified, the affected parts must be returned to SAFRAN for inspection and repair.

Consequently, EASA issued AD 2025-0234 requiring inspection and, depending on findings, replacement of the affected parts.

After that AD was issued, it has been determined that an affected part has to be inspected before each installation, and that credit can be given to inspections done in accordance with the instructions of previous revisions of the SB. Consequently, EASA issued AD 2025-0253, superseding EASA AD 2025-0234, amending the Part(s) Installation requirements and providing, under certain conditions, credit for inspections done in accordance with previous revisions of the SB.

After that AD was issued, it was determined that the Part(s) Installation requirements have to be extended to all affected parts. Consequently, EASA issued AD 2025-0274, later corrected, retaining the requirements of EASA AD 2025-0253, which was superseded, amending the paragraph (5) of that AD and, consequently, requiring inspections for all affected parts prior to each installation.



Since that AD was issued, Airbus published Revision 03 of the SB improving the instructions and also issued a revision of the Aircraft Maintenance Manual (AMM) procedures to introduce a new General Visual Inspection (GVI) task for the fire panel, which may be accomplished before (re-) installation.

For the reason described above, this AD is revised to add an acceptable method of compliance for inspection before each installation of the fire panel. Further, Appendix 1 was updated to provide clarification.

#### **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:

Note 1: The s/n of an affected part can be determined either through visual inspection or by review of the aeroplane maintenance records, provided they can be reliably used for that purpose.

#### **Replacement:**

- (1) For Group 1 aeroplanes that have an affected part installed having a s/n listed in Appendix 1 of this AD: Within 6 months after 06 November 2025 [the effective date of EASA AD 2025-0234], replace that affected part with a serviceable part in accordance with the instructions of the SB.

#### **Inspection:**

- (2) For Group 1 aeroplanes that have an affected part installed having a s/n not listed in Appendix 1 of this AD: Within 24 months after 06 November 2025 [the effective date of EASA AD 2025-0234], inspect that affected part in accordance with the instructions of the SB.

#### **Corrective Action(s):**

- (3) If, during the inspection as required by paragraph (2) of this AD, any damage, as defined in the SB, is detected on the affected part, within 6 months after the inspection as required by paragraph (2) of this AD, but not later than 24 months after 06 November 2025 [the effective date of EASA AD 2025-0234], replace that affected part with a serviceable part in accordance with the instructions of the SB.

Note 2: The SB provides instructions to send the replaced affected parts to the supplier (SAFRAN) for further investigation, as the analyses by the supplier are critical for the ongoing investigation.

#### **Credit:**

- (4) For Group 1 aeroplanes not equipped with an affected part having P/N 700TS06YXX or P/N 700TS06YXXX (where 'XX' or 'XXX' represents any numerical sequence) and with a s/n listed in Appendix 1 of this AD: Replacement(s), Inspection(s) of affected parts and corrective actions, as applicable, accomplished on an aeroplane, before 06 November 2025 [the effective date of EASA AD 2025-0234], in accordance with the instructions of the SB at any revision, are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD, as applicable, for that aeroplane.

#### **Parts Installation:**



- (5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane (see Note 3 of this AD), unless otherwise required by paragraph (6) or (7) of this AD, as applicable, provided that, concurrently with the installation, the part passes an inspection (no damage found) in accordance with the instructions of the SB.
- (6) For Group 1 and Group 2 aeroplanes: From 06 November 2025 [the effective date of EASA AD 2025-0234], do not install (see Note 3 of this AD) an affected part P/N 700TS06YXX or P/N700TS06YXXX (where 'XX' or 'XXX' represents any numerical sequence), having a s/n listed in Appendix 1 of this AD on any aeroplane.
- (7) For Group 1 and Group 2 aeroplanes: From 06 November 2025 [the effective date of EASA AD 2025-0234], do not install (see Note 3 of this AD) an affected part having P/N 330TS08Y, 335TS08Y00 or P/N 335TS08Y01, having a s/n listed in Appendix 1 of this AD on any aeroplane, unless it has been repaired (if applicable) and reidentified in accordance with the instructions of the VSB, as defined in this AD and concurrently with that installation, it passes an general visual inspection (no damage found) in accordance with the instructions of the SB, section 3.C.(1)(a)2.b.

Note 3: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'install' as specified in paragraph (5) or (6) or (7) of this AD.

#### Reporting:

- (8) Within 30 days after accomplishment of the inspection as required by paragraph (2) of this AD, or within 1 month after 06 November 2025 [the effective date of EASA AD 2025-0234], whichever occurs later, report the inspection results (including no findings) to Airbus. The SB provides instructions which constitute an acceptable method to comply with this requirement.

#### Acceptable Method of Compliance:

- (9) Accomplishment of AMM task 26-12-12-210-802-A 'General Visual Inspection (GVI) of the ENG/APU FIRE Panel' on an aeroplane, is an acceptable method to comply with the general visual inspection requirement as required by paragraph (5) or (7) of this AD, as applicable, for that affected part of that aeroplane.

#### Ref. Publications:

Airbus SB A320-26-1137 original issue dated 20 June 2025, Revision 1 dated 10 July 2025, or Revision 2 dated 11 September 2025, or Revision 03 dated 12 March 2026.

Airbus SB A320-26-1138 original issue dated 20 June 2025, Revision 1 dated 10 July 2025, or Revision 2 dated 11 September 2025, or Revision 03 dated 12 March 2026.

SAFRAN VSB 330TS08Y-26-001 original issue dated 30 September 2024, or Revision 1 dated 31 March 2026.

SAFRAN VSB 335TS08Y-26-006 original issue dated 22 October 2024, or Revision 1 dated 20 March 2026.



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

SAFRAN SIL 306-26-001 at original issue dated 03 December 2024.

**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, the original issue of this AD was posted on 09 December 2025 as Final AD with Request for Comments, postponing the public consultation process until 06 January 2026. 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.
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 – Airworthiness Office – 1IASA; E-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com).



## Appendix 1

List of affected part s/n with associated P/N known at time of delivery to operators

P/N	s/n
330TS08Y	253, 598, 668, 677, 701, 1003, 1069, 1075, 1103, 1297, 1332, 1410, 1413, 1414, 1523, 1600, 1601, 1662, 1712, 1733, 1788, 1808, 1835, 1950, 1971, 1987, 2109, 2181, 2335, 2608, 2609, 2625, 2627
335TS08Y00*	108, 146, 152, 156, 405, 415, 488, 495, 500, 517, 564, 819, 949, 1145, 1161, 1344
335TS08Y01*	1677, 1767, 1802, 1866, 1946, 1955, 1960, 1980, 2157, 2191, 2425, 2454, 2605, 2674, 3193, 3314, 3372, 3403, 3426, 3479, 3511, 3674, 3833, 3988, 4001, 4035, 4165, 4238, 4534, 4624, 4628, 4816, 4873, 4905, 6031, 6113, 6141, 6353, 6488, 6710, 6716, 6732, 6863, 7016, 7019, 7067, 7122, 7242, 7358, 7413, 7446, 7559, 7651, 7693, 7770, 8005, 9250, 9347, 9419
700TS06Y11**	112, 113, 134, 136, 137, 149, 162, 167, 180, 189
700TS06Y12	250, 377, 437, 541, 613, 620, 632

\* 335TS08Y00 can be upgraded to 335TS08Y01 in service.

\*\* The s/n can have the following P/N: 700TS06Y11, 700TS06Y111, 700TS06Y12

