



Airworthiness Directive

AD No.: 2026-0167

Issued: 24 August 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: 31 August 2026

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Wing Rib 26 – Modification

ATA – Master Minimum Equipment List – Amendment

Manufacturer(s):

Airbus

Applicability:

Airbus A350-1041, manufacturer serial number 141, 161, 169, 188, 206,215, 225, 229, 233, 241, 252, 258, 262, 266, 274, 286, 290, 296, 298, 306, 315, 319, 326, 330, 332, 336, 340, 342, 346, 350, 356, 362, 368, 372, 374, 380, 382, 386, 388, 399, 402, 409, 415, 420, 424, 426, 430,432, 434, 438, 440, 444, 446, 473, 482, 490, 492, 495, 503, 507, 509, 533, 539, 547, 560, 563, 584, 600, 605, 609, 610, 617, 623, 628, 635, 639, 647, 652, 655, 662, 670, 676, 679, 683, 686, 691, 702, 710, 717, 723, 729, 730, 733, 736, 740, 743, 751, 754, 756, 758, 761, 762, 768, 772, 775, 778, 780 and 791.

Definitions:

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

The AOT: Airbus Alert Operators Transmission (AOT) A57P029-26.

The FOT: Airbus Flight Operations Transmission (FOT) 999.0092/26.



The Major Event MMEL: Major Event Airbus A350 Master Minimum Equipment List (MMEL) approved on 07 August 2026.

Maintenance Procedure (MP) tasks:

- MP TASK A350-A-28-12-83-00001-520A-A - Removal of the Overpressure-Protector (OPP) Panel Assembly - Surge Tank
- MP TASK A350-A-28-12-82-00001-520A-A - Removal of the NACA-Duct Panel Assembly - Surge Tank

Affected areas: Joint connection between rib 26 and wing lower cover (WLC), both left hand (LH) and right hand (RH) sides.

Reason:

During production, low clearance was identified between the LH/RH wing rib 26 and the WLC on certain A350-1000 aeroplanes. Further investigation determined that, under certain combinations of manufacturing tolerances and wing loading, intermittent physical contact between the rib 26 foot and the WLC may occur. This condition is not compliant with the Electromagnetic Hazard (EMH) safety design requirements, compromising the lightning protection layers in the affected areas.

This condition, if not corrected, combined with an empty fuel tank, could create an ignition source for the fuel vapour inside the tanks which, in case of a lightning strike of high intensity in the immediate area, could possibly result in ignition of the fuel-air mixture in the affected fuel tank and consequent loss of the aeroplane.

To address this potential unsafe condition, Airbus issued the AOT, providing modification instructions, and the Major Event MMEL, introducing restrictions of the MMEL items related to the fuel tank inerting system for affected aeroplanes, if not modified as per the AOT instructions.

For the reasons described above, this AD requires implementation of certain dispatch restrictions and modification of the affected areas. Accomplishment of the modification allows removal of the dispatch restrictions.

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:

Dispatch Restrictions:

- (1) From the effective date of this AD, do not dispatch any aeroplane under any of the MMEL items listed in the FOT.
- (2) Amending the MMEL of an aeroplane in accordance with the content of the Major Event MMEL is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.



Modification:

- (3) Before next flight after accomplishment of any of the MP tasks, as defined in this AD, or within 3 months after the effective date of this AD, whichever occurs first, modify the affected areas in accordance with the instructions of the AOT.

MMEL Amendment:

- (4) After modification of an aeroplane as required by paragraph (3) of this AD, the dispatch restrictions, as required by paragraph (1) of this AD, are no longer applicable for that aeroplane.

Ref. Publications:

Airbus Major Event Airbus A350 MMEL approved on 07 August 2026.

Airbus AOT A57P029-26 original issue dated 12 August 2026.

Airbus FOT 999.0092/26 original issue dated 12 August 2026.

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 21 September 2026. 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 S.A.S. A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com

