



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-127**

**Issued: 13 August 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 DEFENCE AND SPACE S.A.

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

CN-235 aeroplanes

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

**TCDS Number(s):** EASA.A.186

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 71 – Power Plant – Right Hand Engine Firewall – Modification

### Manufacturer(s):

Airbus Defence and Space (DS) S.A., EADS Construcciones Aeronáuticas, S.A.U. (EADS-CASA), Construcciones Aeronáuticas S.A. (CASA)

### Applicability:

CN-235-200 and CN-235-300 aeroplanes, manufacturer serial numbers (MSN) 55 (C-030), 78 (C-042), 202 (C-130), 204 (C-135), 207 (C-139), 210 (C-143), 211 (C-145), 246 (C-176), 247 (C-177), 252(C-182) and 256 (C-186).

### Definitions:

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

**The SB:** Airbus DS Service Bulletin (SB) SB-235-61-0008.

**Groups:** Group 1 aeroplanes are those which, before the effective date of this AD, have been modified in accordance with the instructions of Airbus DS SB-235-61-0007 at original issue or Revision 1.

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



**Reason:**

A design review identified that the deactivation of the propeller brake, as embodied on certain aeroplanes in accordance with the instructions of Airbus DS SB-235-61-0007, resulted in right-hand engine firewall being left with openings that were not sealed with close-fitting fireproof grommets, bushings, or firewall fittings.

This potential unsafe condition, if not corrected, could lead to loss of fire containment capacity of the firewall, possibly resulting in propagation of the fire and consequent reduced control of the aeroplane.

To address this potential unsafe condition, Airbus DS issued the SB providing modification instructions.

For the reason described above, this AD requires modification of the right-hand engine firewall and establishes the conditions under which the deactivation of the propeller brake, in accordance with the instructions of Airbus DS SB-235-61-0007, may be implemented.

**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:

**Modification:**

- (1) For Group 1 aeroplanes: Within 12 months after the effective date of this AD, modify the right engine firewall in accordance with the instructions of the SB.
- (2) For Group 2 aeroplanes: From the effective date of this AD, modification of an aeroplane in accordance with the instructions of Airbus DS SB-235-61-0007 at original issue or Revision 1, as applicable, is allowed, provided that, concurrently with that modification, the right engine firewall of that aeroplane is modified in accordance with the instructions of the SB.

**Ref. Publications:**

Airbus DS SB-235-61-0008 original issue dated 15 July 2025 or Revision 1 dated 06 August 2025.

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

Airbus DS SB-235-61-0007 original issue 14 January 2014, or Revision 1 dated 28 July 2025.

**Remarks:**

1. This Proposed AD will be closed for consultation on 10 September 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 DS Services / Engineering Support, Fax: +34 91 585 3127,  
E-mail: [MTA.TechnicalService@airbus.com](mailto:MTA.TechnicalService@airbus.com).

For North American operators, contact alternatively:

E-mail: [TechnicalSupport@airbusmilitaryna.com](mailto:TechnicalSupport@airbusmilitaryna.com).

