

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-140

Issued: 10 September 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):

A318, A319, A320 and A321 aeroplanes

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

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

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.

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, except those which have been inspected, repaired (if applicable) and reidentified in accordance with the instructions of the VSB, as defined in this AD.



Serviceable part: Fire panels, eligible for installation in accordance with Airbus instructions, which are not affected parts.

The SB: Airbus Service Bulletin (SB) A320-26-1137 or SB A320-26-1138, 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 the effective date of this AD are considered Group 2 aeroplanes, provided that no affected part has been installed after the effective date of this AD.

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 instruction for inspection and replacement of fire panels installed on the aeroplane. The SB also includes instructions stipulating that, if any damage is identified, the affected parts must be returned to SAFRAN for inspection and repair.

For the reason described above, this AD requires inspection and, depending on findings, replacement of the affected parts, as applicable.

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 serial number 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 serial number (s/n) listed in Appendix 1 of this AD: Within 6 months after the effective date of this AD, 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 the effective date of this AD, inspect the 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 2 months after the inspection as required by paragraph (2) 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 SB.

Note 2: The SB 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.

Parts Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install, (see Note 3 of this AD), unless otherwise required by paragraph (5) of this AD, an affected part on any aeroplane provided that, before installation, it passed an inspection (no damage found) in accordance with the instructions of the SB.
- (5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is not allowed to install (see Note 3 of this AD) an affected part having P/N 700TS06YXX or 700TS06YXXX (where 'XX' or 'XXX' represents any numerical sequence), having a s/n listed in Appendix 1 of this AD on any aeroplane.

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 (3) of this AD.

Reporting:

- (6) Within 30 days after accomplishment of the inspection as required by paragraph (2) of this AD, or within 1 month after the effective date of this AD, 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.

Ref. Publications:

AIRBUS SB A320-26-1137 original issue dated 20 June 2025 and revision 1 dated 10 July 2025.

AIRBUS SB A320-26-1138 original issue dated 20 June 2025 and revision 1 dated 10 July 2025.

SAFRAN SB 330TS08Y-26-001 original issue dated 30 September 2024.



SAFRAN SB 335TS08Y-26-006 original issue dated 22 October 2024.

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. This Proposed AD will be closed for consultation on 24 September 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 – Airworthiness Office – 1IASA; E-mail: 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

