Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-141

Issued: 18 November 2026

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):
A350 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]
TCDS Number(s): EASA.A.151
Foreign AD: Not applicable
Supersedure: None

ATA 27 – Flight Controls – Flight Control and Guidance System – Modification

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Manufacturer(s):
Airbus

Applicability:
Airbus A350-941 aeroplanes, except those on which Airbus modification (mod) 120338 (FCGS Software X15) has been embodied.

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

The SB: Airbus Service Bulletin (SB) A350-42-P023 or SB A350-42-P030, as applicable.

The concurrent SBs: Airbus SB A350-27-P078, SB A350-31-P064, SB A350-42-P022 and SB A350-46-P029, as applicable.

Avionics Batch 8 SW standard: A350 systems package upgrade as defined in section 1.C of the SB.

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Reason:

During verification and validation of Flight Control and Guidance System (FCGS) software (SW) X15 standard (STD), desktop and pilot-in-the-loop simulations identified a lack of robustness of the Alpha protection on A350-941 aeroplanes, if equipped with earlier FCGS SW STD.

This condition, if not corrected, could result in marginal longitudinal behaviour, possibly leading to loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable MSB providing instructions to introduce Avionics Batch 8 SW standard, which includes FCGS X15 STD.

For the reasons described above, this AD requires modification of the aeroplane by installing Avionics Batch 8 SW standard and prohibiting (re)installation of earlier FCGS SW standards.

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) Within 11 months after the effective date of this AD, install Avionics Batch 8 SW standard in accordance with the instructions of the SB.

Concurrent Requirements / Additional Modification:

(2) Prior to or concurrent with the modification of an aeroplane as required by paragraph (1) of this AD, modify that aeroplane in accordance with the instructions of the concurrent SBs.

Software Installation:

(3) After modification of the aeroplane as required by paragraph (1) of this AD, do not install on any aeroplane any FCGS SW earlier than version X15.

Acceptable Method of Compliance:

(4) Installation on an aeroplane of a later standard of any SW, which is included in the Avionics Batch 8 SW standard, accomplished in accordance with Airbus instructions, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane, provided that, on that aeroplane, each SW, which is included in the Avionics Batch 8 SW standard, is installed at a standard at least equivalent to that specified in section 1.C of the SB.

Ref. Publications:

Airbus SB A350-42-P023 original issue dated 18 May 2026.

Airbus SB A350-42-P030 original issue dated 17 July 2026.

Airbus SB A350-27-P078 original issue dated 29 July 2025.

Airbus SB A350-31-P064 original issue dated 14 October 2025, or Revision (Rev.) 01 dated 02 July 2026.

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Airbus SB A350-42-P022 original issue dated 01 July 2024, or Rev. 01 dated 06 February 2026.

Airbus SB A350-46-P029 original issue dated 20 January 2022.

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

Remarks:

1. This Proposed AD will be closed for consultation on 16 December 2026.

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

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