



Aviation Safety Bulletin

ASB No: 115-068/M

Jul, 2026

Subject: Cockpit Static Inverter Internal Component Overheating Resulting in Smoke, Electrical Odor, Avionics Smoke Warning, PAN-PAN Declaration, and Flight Diversion.

Description:

1. A national operator's aircraft experienced an abnormal burning/electrical odor in the cockpit during flight, accompanied by a brief Avionics Smoke Warning. The flight crew executed emergency procedures in accordance with the Quick Reference Handbook (QRH). The aircraft subsequently landed safely.
2. Maintenance actions identified abnormal overheating and evidence of thermal damage on the internal circuitry of the Static Inverter, which is installed in the avionics bay to provide AC power to the cockpit electrical outlets. No abnormalities were found on the inverter housing or the associated wiring harnesses.
3. Investigation revealed that the root cause of this event was the overheating and short-circuit failure of a specific capacitor inside the inverter, which led to the electrical odor and smoke in the cockpit.



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Recommendations:

Airline's operators are recommended to implement the following actions:

1. In accordance with the Aircraft Maintenance Manual (AMM) and applicable Airbus technical publications, review the installation status, operating condition, and accumulated operating hours of static inverters installed throughout the fleet. For units with high operating hours, evaluate their in-service performance under Reliability Program and establish appropriate preventive maintenance actions, such as replacement. Replace the affected static inverters with the new model as soon as practicable.
2. Evaluate feasible alternatives to the use of aircraft-installed static inverters (e.g., carrying additional backup Electronic Flight Bags) and implement appropriate risk mitigation measures to reduce the likelihood of smoke events resulting from static inverter failures.
3. From an operational perspective, flight crews should ensure that Electronic Flight Bags (EFBs), such as iPads, are fully charged to 100% prior to flight to minimize the demand for aircraft electrical power. When in-flight charging is not required, chargers should be disconnected from the cockpit power outlets.