

Airworthiness Directive

AD No.: 2020-0031

Issued: 18 February 2020

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, 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 agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A350 aeroplanes

Effective Date: 03 March 2020

TCDS Number(s): EASA.A.151

Foreign AD: Not applicable

Supersedure: None

ATA 35 – Oxygen – Passenger Oxygen Masks – Replacement
Manufacturer(s):

Airbus

Applicability:

Airbus A350-941 and A350-1041 aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A350-35-P013, which includes reference to B/E Aerospace SB E75000-35-001.

Affected part: Emergency Passenger Oxygen Container Assembly having a Part Number (P/N) and Amendment (AMDT) as listed in Table 1 of this AD, and a serial number (s/n) as listed in Table 2 of this AD.

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator, which is referenced in the Airbus documentation.

Reason:

On certain passenger oxygen masks, sticking effects have been observed affecting the breathing bag, after exposure to high ground temperatures of 85 degrees centigrade and above. Investigation shows that this phenomenon is limited to masks using a specific manufacturing lot of breathing bag raw material.

This condition, if not detected and corrected, could prevent the breathing bag to fully inflate, possibly resulting in injury to cabin occupants following a depressurization event.

To address this potential unsafe condition Airbus published the SB, providing instructions for the identification of affected parts, the replacement of the passenger oxygen masks, and the re-identification of the affected parts.

For the reasons described above, this AD requires replacement of the passenger oxygen masks contained in the affected parts. This AD also prohibits re-installation of affected parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Before exceeding 72 months since aeroplane date of manufacture, replace the passenger oxygen masks contained in each affected part in accordance with the instructions of the SB.

Note 1: X or XXXXXXX in Table 1 of this AD is a variable number, indicating the number of masks, and/or the mask code. N/A in Table 1 of this AD means No AMDT. XXXX in Table 2 of this AD is a variable number, from 0000 to 9999.

Table 1 – Affected parts (P/N and AMDT)

Affected P/N	Affected AMDT	Affected P/N	Affected AMDT	Affected P/N	Affected AMDT
EXC22XXXXXXX502	N/A	GXC22XXXXXXX501	A	HXG22XXXXXXX501	N/A
EXD44XXXXXXX501	N/A	GXD44XXXXXXX501	N/A	JXD44XXXXXXX501	N/A
FXC22XXXXXXX502	A	HXC22XXXXXXX501	A	KXC22XXXXXXX502	N/A
FXD44XXXXXXX501	N/A	HXD44XXXXXXX501	N/A	KXD44XXXXXXX501	N/A

Table 2 – Affected parts (s/n)

Affected s/n			
BEFD-XXXX	BEFK-XXXX	BEHA-XXXX	BEHE-XXXX
BEFE-XXXX	BEFL-XXXX	BEHB-XXXX	BEHF-XXXX
BEFF-XXXX	BEFM-XXXX	BEHC-XXXX	BEHH-XXXX
BEFH-XXXX	BEFN-XXXX	BEHD-XXXX	



Part(s) Installation:

(2) Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 aeroplanes: After replacement of the passenger oxygen masks contained in all affected parts on the aeroplane as required by paragraph (1) of this AD.

(2.2) For Group 2 aeroplanes: From the effective date of this AD.

Ref. Publications:

Airbus SB A350-35-P013 original issue dated 02 July 2019.

B/E Aerospace SB E75000-35-001 original issue dated 25 November 2016.

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. This AD was posted on 21 November 2019 as PAD 19-206 for consultation until 19 December 2019. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS XWB, E-mail: continued-airworthiness.a350@airbus.com.

