



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-059

Issued: 17 May 2022

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: This AD supersedes EASA AD 2020-0031 dated 18 February 2020.

ATA 35 – Oxygen – Passenger Oxygen Masks – Replacement

Manufacturer(s):

Airbus S.A.S.

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 Revision 02, which includes reference to B/E Aerospace SB E75000-35-001 Revision 01.

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 SB A350-35-P013 at original issue, providing instructions for the identification of affected parts, the replacement of the passenger oxygen masks, and the re-identification of the affected parts. Consequently, EASA issued AD 2020-0031 to require replacement of the passenger oxygen masks contained in the affected parts and to prohibit re-installation of affected parts.

Since that AD was issued, additional parts (Emergency Passenger Oxygen Container Assembly having s/n BEHJ-XXXX) have been identified by B/E Aerospace as affected by the same potential unsafe condition, and Airbus issued the SB, as defined in this AD.

For the reasons described above, this AD retains the requirements of EASA AD 2020-0031, which is superseded, and expands the list of affected parts.

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 aeroplanes: Within the compliance time as defined in Table 3 of this AD, depending on aeroplane configuration, replace the passenger oxygen masks contained in each affected part and re-identify the affected part in accordance with the instructions of the SB.

Note 1: X or XXXXXXXX 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
EXC22XXXXXXXX502	N/A	GXC22XXXXXXXX501	A	HXG22XXXXXXXX501	N/A
EXD44XXXXXXXX501	N/A	GXD44XXXXXXXX501	N/A	JXD44XXXXXXXX501	N/A
FXC22XXXXXXXX502	A	HXC22XXXXXXXX501	A	KXC22XXXXXXXX502	N/A
FXD44XXXXXXXX501	N/A	HXD44XXXXXXXX501	N/A	KXD44XXXXXXXX501	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	BEHJ-XXXX

Table 3 – Passenger Oxygen Mask Replacement

SB Embodied	Compliance Time	
Yes	A or B, whichever occurs later	
	A	Before exceeding 72 months since aeroplane date of manufacture
	B	Within 6 months after the effective date of this AD
No	Before exceeding 72 months since aeroplane date of manufacture	

Note 2: The ‘SB Embodied’ in Table 3 of this AD means that Airbus SB A350-35-P013 original issue or Revision 01 has been embodied (or not, as applicable) before the effective date of this AD.

Parts 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 Revision 02 dated 08 March 2022.

B/E Aerospace SB E75000-35-001 Revision 01 dated 04 November 2021.

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 31 May 2022.
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., E-mail: continued-airworthiness.a350@airbus.com.

