



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 24-115**

**Issued: 10 October 2024**

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 2019-0210 dated 26 August 2019.

## ATA 35 – Oxygen – Cabin Oxygen Containers – Inspection

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### Manufacturer(s):

Airbus

### Applicability:

Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers (MSN) as listed in the AOT1 and AOT2.

### Definitions:

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

**The AOT1:** Airbus Alert Operators Transmission (AOT) A35P015-19.

**The AOT2:** Airbus AOT A35P023-24.

**Groups:** Group 1 aeroplanes are those having an MSN as listed in the AOT1.

Group 2 aeroplanes are those having an MSN as listed in the AOT2.



**Reason:**

During final inspection of several aeroplanes on the production line, following installation of the cabin oxygen containers, it was found that some fasteners of oxygen containers and the adjacent panels in the passenger supply channels were damaged or unlocked. Investigation results revealed that oxygen containers and adjacent panels' fasteners were incorrectly locked, which might lead to a movement on the rails. This could lead to an insufficient clearance between the oxygen container and the adjacent panels. Incorrect opening of the oxygen containers could lead to non-deployment of oxygen masks.

This condition, if not detected and corrected, could prevent supplemental oxygen supply in case of decompression in the cabin, possibly resulting in injury to cabin occupants.

To address this potential unsafe condition, Airbus issued the AOT1, providing inspection instructions for Group 1 aeroplanes. Consequently, EASA issued AD 2019-0210 to require a one-time inspection of the affected oxygen containers and the installation of adjacent panels and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, it was determined that additional A350 MSNs may be affected by the same unsafe condition. Consequently, Airbus issued the AOT2, providing inspection instructions for Group 2 aeroplanes.

For the reasons described above, this AD retains the requirements of EASA AD 2019-0210, which is superseded, and expands the Applicability to include additional A350 MSNs.

**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:

**Inspection(s):**

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable, inspect the oxygen containers and the installation of adjacent panels located in all passenger supply channels in accordance with the instructions of the applicable AOT.

Table 1 – Compliance Time

Group	Compliance Time	Applicable AOT
1	Within 4 months after 09 September 2019 [the effective date of EASA AD 2019-0210]	AOT1
2	Within 3 months after the effective date of this AD	AOT2

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is identified, as specified in the AOT1 or AOT2, as applicable, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable AOT.



**Ref. Publications:**

Airbus AOT A35P015-19 original issue dated 03 April 2019, or Revision 01 dated 19 June 2019.

Airbus AOT A35P023-24 original issue dated 18 July 2024, or Revision 01 dated 25 July 2024.

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 07 November 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 A350 XWB (1IAK), E-mail: [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com).

