



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-076

Issued: 21 May 2025

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 35 – Oxygen – Chemical Oxygen Generators – 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 AOT: Airbus Alert Operator Transmission (AOT) A35P024-24.

MP task: Maintenance Procedure (MP) Task A350-A-35-21-36-A0001-720A-A dated earlier than October 2024.

Affected part: Chemical oxygen generator fitted in a container having Part Number (P/N) and Amendment designation as listed in Table 1 of the AOT, as defined in this AD, and which has been replaced in service in accordance with the MP task, as defined in this AD, between November 2023 and the effective date of this AD.



Serviceable part: Any chemical oxygen generator, eligible for installation in accordance with Airbus instructions, that is not an affected part.

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.

Reason:

Due to obsolescence of the clamp holding in place the oxygen generator in the container, Collins introduced a new clamp from another manufacturer with different locking torque specification. This new torque value was not properly reflected in Airbus documentation. Installing a part using the not updated torque value could lead to damage of the chemical oxygen generator housing.

This condition, if not corrected, could lead to a reduction of the available oxygen capacity of the aeroplane when needed, possibly resulting in injury to the aeroplane occupants.

To address this potential unsafe condition, in October 2024 Airbus released an updated MP task (included in the Line Maintenance Manual rev. dated November 2024), and published the AOT to provide instructions for replacement of the affected parts.

For the reasons described above, this AD requires replacement of the affected parts with serviceable parts.

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:

Part(s) Replacement:

- (1) For Group 1 aeroplanes: Within 6 months after the effective date of this AD replace each affected part with a serviceable part in accordance with the instructions of the AOT.

Additional Maintenance Requirements:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not accomplish any maintenance action on an aeroplane in accordance with the instructions of the MP task, as defined in this AD.

Part(s) Installation:

- (3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

Airbus AOT A35P024-24 original issue dated 22 April 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 18 June 2025.



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.

