



適航指令發布單

Airworthiness Directive Issuance Form

民航局AD編號 AD number	CAA-2024-11-004	發布日期 Date issued	2024/11/27
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Airbus A350-941 and A350-1041 aeroplanes, manufacturer serial numbers (MSN) as listed in the AOT1 and AOT2.		
主旨摘要 Subject	Oxygen - Cabin Oxygen Containers - Inspection		
民航局 CAA <input type="radio"/> 本國產品 Native product <input type="radio"/> 其他個案 Other	設計國民航主管機構 Original Authority <input type="radio"/> FAA <input type="radio"/> Germany LBA <input checked="" type="radio"/> EASA <input type="radio"/> CAA-NL <input type="radio"/> Brazil <input type="radio"/> UK CAA <input type="radio"/> Transport Canada Civil Aviation <input type="radio"/> Japan CAB <input type="radio"/> DGAC <input type="radio"/> CAA of Israel <input type="radio"/> Other_____		
	設計國AD編號 Original AD number	2024-0220	
	1. 直接採用原AD之內容? (Is the original AD directly adopted?) <input checked="" type="radio"/> 是(Yes) <input type="radio"/> 否(No)_ a. 生效日期另訂為(Re-specify the effective date as): b. 執行時限另訂為(Re-specify the compliance time or period as): 2. 使用人是否需要將AD執行結果向民航局提出報告? (Do users need to report the status of compliance to the CAA?) <input type="radio"/> 需要(Yes) <input checked="" type="radio"/> 不需要(No)		
備註 Note	This AD supersedes EASA AD 2019-0210(CAA-2019-08-009) dated 26 August 2019.		

註： 1. AD內容後附。

2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。

3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464,

adcaa@mail.caa.gov.tw

Note： 1. The AD text is enclosed.

2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.

3. For further information, please contact Civil Aviation Administration on Tel：(02)2349-6330 / 6332,

Fax：(02)2545-8464, adcaa@mail.caa.gov.tw



Airworthiness Directive

AD No.: 2024-0220

Issued: 20 November 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A350 aeroplanes

Effective Date: 04 December 2024

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

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 the fasteners of the oxygen containers and the adjacent panels were incorrectly locked, which might lead to a movement on the rails. This could result in 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 AOT1 or, AOT2, as applicable.

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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 10 October 2024 as PAD 24-115 for consultation until 07 November 2024. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS A350 XWB (1IAK), E-mail: continued-airworthiness.a350@airbus.com.

