



## Airworthiness Directive

**AD No.:** 2018-0245

**Issued:** 13 November 2018

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:** 27 November 2018

**TCDS Number(s):** EASA.A.151

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 35 – Oxygen – Crew Oxygen Cylinder Regulator – Operational Check / 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 Operators Transmission (AOT) A35P010-17.

**The SB:** Airbus Service Bulletin (SB) A350-35-P012.

**Affected assembly:** Oxygen cylinder assemblies, having Part Number (P/N) 4441227-058-000.

**Serviceable assembly:** Oxygen cylinder assemblies, having P/N 4441227-058-001.



**Reason:**

Several occurrences were reported of loss of retention of the regulator inlet filter retainer on affected assemblies. The filter retainer detached from the regulator and dropped within the cylinder internal volume. The technical investigation identified a design defect which was the cause of these events.

This condition, if not detected and corrected, could lead to particle ingestion into the regulator during ground handling, possibly resulting in ignition / fire during system ground operational testing following cylinder (re)installation on an aeroplane.

To address this potential unsafe condition, Airbus issued the AOT to provide instructions for an operational check (OPC). Airbus also developed an improved oxygen cylinder assembly and issued the SB accordingly, to provide replacement instructions.

For the reasons described above, this AD requires an OPC and, depending on findings, replacement. This AD also requires replacement of all affected assemblies with improved serviceable assemblies.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 6 months after the effective date of this AD, accomplish an OPC of each affected assembly in accordance with the instructions of the AOT.

**Corrective Action(s):**

- (2) If, during the OPC as required by paragraph (1) of this AD, any discrepancy is detected on an affected assembly, before next flight, replace that affected assembly with a serviceable assembly in accordance with the instructions of the AOT.

**Replacement:**

- (3) Unless already accomplished as required by paragraph (2) of this AD, within 18 months after the effective date of this AD, replace each affected assembly with a serviceable assembly in accordance with the instructions of the SB.

**Part(s) Installation:**

- (4) From the effective date of this AD, installation on an aeroplane of an affected assembly is allowed, provided that, prior to installation, it has passed (no discrepancies found) an OPC in accordance with the instructions of the AOT.
- (5) After modification of an aeroplane as required by paragraph (3) of this AD, do not install any affected assembly on that aeroplane.

**Ref. Publications:**

Airbus AOT A35P010-17 original issue dated 20 December 2017.

Airbus SB A350-35-P012 original issue dated 12 July 2018.



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 02 October 2018 as PAD 18-134 for consultation until 30 October 2018. 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 Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued-airworthiness.a350@airbus.com).

