



Airworthiness Directive

AD No.: 2024-0198

Issued: 18 October 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):

Airbus aeroplanes (see Applicability)

Effective Date: 01 November 2024

TCDS Number(s): EASA.A.172, EASA.A.014, EASA.A.064, EASA.A.004, EASA.A.015

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2023-0209 dated 22 November 2023.

ATA 35 – Oxygen – Chemical Oxygen Generators – Replacement

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

A310-203, A310-221, A310-222, A310-204, A310-203C, A310-322, A310-304, A310-324, A310-308, A310-325, A300 B4-620, A300 B4-601, A300 B4-603, A300 B4-622, A300 C4-620, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R and A300 C4-605R variant F aeroplanes; and

Airbus A300 F4-608ST aeroplanes; and

A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes; and

A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A330-743L, A330-841 and A330-941 aeroplanes; and



A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.

Definitions:

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

Affected part: Any chemical oxygen generator having a Part Number (P/N) E63320-00, P/N E63340-00 or P/N E63440-00 and a serial number (s/n) BEBJ-F002-XXX, BEBJ-F007-XXX, BEBJ-F008-XXX or BEBJ-F011-XXX (where 'XXX' represents any numerical sequence and is the specific number of this generator).

Note 1: The affected parts are known to have been initially installed on 15 minutes or 22 minutes oxygen containers having a P/N and s/n as listed in section 1.A. "Effectivity" of the SB.

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

The SB: Collins Aerospace Service Bulletin (SB) XXCXX-35-001.

The AOT: Alert Operator Transmission (AOT) A35W022-23 (for A300-600, A300-600ST and A310 aeroplanes), AOT A35N020-23 (for A318, A319, A320 and A321 aeroplanes) and AOT A35L021-23 (for A330 and A340 aeroplanes), as applicable.

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 Airbus documentation.

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.

Note 2: An aeroplane that has a date of manufacture after the effective date of this AD is considered to be a Group 2 aeroplane, provided that no affected part has been installed on that aeroplane since the aeroplane date of manufacture.

Reason:

Occurrences were reported of chemical oxygen generators failing to activate in service and during maintenance activities. Subsequent investigations identified poor reactivity of the start powder used inside the oxygen generator.

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

To address this potential unsafe condition, Collins Aerospace identified the oxygen containers equipped with one or more affected generators and published the SB providing a list of known containers equipped with affected parts. Airbus issued the AOT, referencing the SB, to provide replacement instructions of the affected parts and instructions to return the affected parts removed from aircraft or from stock to Collins Aerospace for investigation. Consequently, EASA issued AD



2023-0209 to require replacement of affected parts. That AD also regulated the installation of affected parts.

Since that AD was issued, a new aeroplane model (A321-253NY) has been certified, on which affected parts could be installed in service. On the issue date of this AD, no A321-253NY aeroplanes have been delivered yet to operators.

For the reason described above, this AD supersedes EASA AD 2023-0209, and extends the Applicability to the A321-253NY aeroplanes to prohibit installation of affected parts on those aeroplanes in service.

For aeroplanes previously affected by EASA AD 2023-0209, this AD retains the requirements of that AD, with no additional actions.

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:

Replacement:

- (1) For Group 1 aeroplanes: Within 2 months after 06 December 2023 [the effective date of EASA AD 2023-0209], replace each affected part with a serviceable part in accordance with the instructions of the AOT.
- (2) Replacing each oxygen container of an aeroplane having an affected part installed with an oxygen container not having an affected part installed is an acceptable method to comply with the requirement of paragraph (1) of this AD for that aeroplane.

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 (see Note 3).

Note 3: For the purpose of this AD, installation on an aeroplane of an oxygen container having an affected part installed constitutes installation of an affected part on that aeroplane.

Ref. Publications:

Airbus AOT A35W022-23 initial issue dated 10 October 2023.

Airbus AOT A35N020-23 initial issue dated 10 October 2023.

Airbus AOT A35L021-23 initial issue dated 10 October 2023.

Collins Aerospace SB XXCXX-35-001 initial issue dated 06 October 2023.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 15 November 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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.
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, as specified below:

For A300-600, A300-600ST and A310: Airworthiness Office,
E-mail: continued.airworthiness-wb.external@airbus.com.

For A320 family program: Airworthiness Office,
E-mail: account.airworth-eas@airbus.com.

For A330 and A340 family program: Airworthiness Office,
E-mail: airworthiness.A330-A340@airbus.com.

