European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-135

Issued: 11 November 2026

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):
Airbus aeroplanes (see Applicability)

Effective Date: [TBD - standard: 14 days after AD issue date]

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

Foreign AD: Not applicable

Supersedure: None

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

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, A319-173N, 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, A321-271NY, A321-272N and A321-272NX aeroplanes; and

A330-201, A330-202, A330-203, A330-223, A330-243, 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

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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 Part Number (P/N) E63420-00, E63430-00, E63440-00, E63237-00, E63337-00, having a serial number (s/n) as listed in the SB.

Note 1: The affected parts are known to have been initially installed on 22-minutes or 36-minutes oxygen containers.

Serviceable part: Any oxygen generator, eligible for installation in accordance with Airbus instructions, which is not an affected part or an affected part which accumulated less than 10 years since the date of manufacturing.

The SB: Collins Aerospace Service Bulletin (SB) XXC22-35-001.

The AOT: Alert Operator Transmission (AOT) A35W028-26 (for A300-600 and A310 aeroplanes), AOT A35N025-26 (for A318, A319, A320 and A321 aeroplanes) and AOT A35L026-26 (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 specific chemical oxygen generators failing to activate, both in service events and during maintenance activation checks. Subsequent investigations indicated that these failures were associated with insufficient reactivity of the chemical generator start powder concentrated in certain production lots despite being manufactured to conforming specifications. The affected population is therefore defined by the part numbers and the serial numbers specified in the SB, which provides the detailed applicability.

This condition, if not corrected, could lead to failure of the generator to activate and consequently not deliver oxygen during an emergency, 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 containers equipped with affected parts. Airbus issued the AOT, referencing the SB, to provide replacement

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instructions of the affected parts, which includes instructions for activation of the affected parts and reporting of the results to Airbus.

For the reason described above, this AD requires replacement of the affected parts, in advance of their recommended life limit of 15 years, and regulates their future installation.

This AD does not supersede EASA AD 2024-0198.

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 the compliance time specified in Table 1 of this AD, as applicable, replace each affected part with a serviceable part in accordance with the instructions of the AOT.

Table 1 – Compliance Time

Affected Part Date of Manufacture	Compliance Time [after the effective date of this AD]
2012	4 months
2013	12 months
2014	18 months
2015	24 months
2016 to 2017 (including)	30 months

(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.

Note 3: The Airbus AOT includes instructions for activation of the affected parts and reporting of the results to Airbus. These information are required by Airbus for further investigation.

Part(s) Installation:

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided it is a serviceable part, and thereafter it is replaced in accordance with the requirements of paragraph (1) of this AD.

Note 4: 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 A35W028-26 initial issue dated 05 November 2026.

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Airbus AOT A35N025-26 initial issue dated 05 November 2026.

Airbus AOT A35L026-26 initial issue dated 05 November 2026.

Collins Aerospace SB XXC22-35-001 initial issue dated 05 November 2026.

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 25 November 2026.

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 AD, please contact: AIRBUS – Airworthiness Office as specified below:

For A300-600 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.

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