


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0278</p> <p>Date: 26 November 2013</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS</p>	<p>Type/Model designation(s):</p> <p>A318, A319, A320 and A321 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
ATA 35	Oxygen – Crew Oxygen / Oxygen Pipe Corrosion – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers (MSN).
Reason:	<p>Some oxygen pipe assemblies, Part Number (P/N) D3511032000640, have been found corroded during manufacturing at supplier level. The affected pipe assembly is installed at the end of the right hand (RH) crew distribution line, just upstream of the First Officer and RH Observer oxygen mask boxes.</p> <p>The investigation showed that the affected pipes had been heat treated just 4 weeks before the summer factory closure and were only cleaned after re-opening of the factory. During this interruption, corrosion developed in these pipes.</p> <p>This condition, if not detected and corrected, could lead to blocked or reduced oxygen supply to one flight crew member in case of decompression or smoke/fire in the cockpit. In addition, the presence of particles in oxygen lines, under certain conditions, increases the risk of fire in the cockpit.</p> <p>The parts manufacturer identified the batch numbers of the potentially affected pipes that were manufactured in a specific period in 2011. Based on that information, Airbus has identified the aeroplanes on which those pipes have been installed on the production line and has issued Service Bulletin (SB) A320-35-1069, containing instructions to remove the affected pipes from service.</p>

	For the reasons described above, this AD requires the identification of the affected oxygen pipes P/N D3511032000640, and for those included in the affected batches, replacement of the oxygen pipe. This AD also prohibits installation of any of the affected pipes on other aeroplanes.
Effective Date:	10 December 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 7 500 flight hours or 26 months, whichever occurs first after the effective date of this AD, accomplish the following actions, in accordance with the instructions of Airbus SB A320-35-1069. <ol style="list-style-type: none"> (1.1) Inspect the crew oxygen pipe P/N D3511032000640 to identify the batch number. (1.2) If the batch number of the oxygen pipe is 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832, replace the oxygen pipe with a serviceable part. (2) An aeroplane that has an MSN not identified in Airbus SB A320-35-1069 is not affected by the requirements of paragraph (1) of this AD, provided it has been determined that no replacement crew oxygen pipe P/N D3511032000640 has been installed on that aeroplane after June 2011. (3) A review of the aeroplane maintenance records is acceptable in lieu of the inspection required by paragraph (1.1) of this AD, or to make the determination as specified in paragraph (2) of this AD, as applicable, provided those records can be relied upon for that purpose and the crew oxygen pipe P/N and batch number can be conclusively identified from that review. (4) From the effective date of this AD, do not install on any aeroplane a crew oxygen pipe P/N D3511032000640, belonging to batch number 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832.
Ref. Publications:	<p>Airbus SB A320-35-1069 original issue, dated 26 April 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 05 August 2013 as PAD 13-115 for consultation until 02 September 2013, and republished on 12 September 2013 as PAD 13-115R1 for additional consultation until 26 September 2013. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.