


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0146 [Correction: 24 July 2015]</p> <p>Date: 22 July 2015</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 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 [EU 1321/2014 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: AIRBUS</p>	<p>Type/Model designation(s): A300-600 and A310 aeroplanes</p>	
<p>TCDS Number: EASA.A.172</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA Emergency AD 2012-0245-E dated 16 November 2012.</p>		
ATA 25	Equipment / Furnishings – Portable Oxygen Cylinder in Overhead Stowage – Inspection / Replacement	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>A300-600 and A310 passenger aeroplanes, all models, all serial numbers (except all-cargo aeroplanes), if equipped with one-frame overhead stowage compartments (OHSC).</p>	
<p>Reason:</p>	<p>During maintenance, an operator found that one portable oxygen cylinder assembly (POCA) had slipped from its bracket inside a one-frame OHSC located near door L1. The investigation results indicated that the POCA had fallen behind the OHSC through a cut-out on the OHSC outboard panel and damaged some electrical wires, resulting in arcing, melted wires, partial burn stains on the POCA and on the inside of the fuselage.</p> <p>This condition, if not detected and corrected, could possibly result in an uncontrolled fire in the affected area.</p> <p>To address this potential unsafe condition, Airbus issued AOT A25W003-12, requesting a one-time inspection of the affected POCA installation inside one-frame OHSC, corrective actions, and repetitive checks. Consequently, EASA issued Emergency AD 2012-0232-E to require repetitive inspections of the affected POCA installation(s) inside one-frame OHSC and, depending on findings, the accomplishment of applicable corrective action(s).</p> <p>Since that AD was issued, it was discovered that more aeroplanes were potentially affected by this unsafe condition. Airbus issued AOT A25W003-12 Revision 1 to inform operators accordingly, and EASA issued AD 2012-0245-E, retaining the requirements of EASA AD 2012-0232-E, which was superseded, to add these potentially affected aeroplanes to the Applicability.</p>	

	<p>Since that AD was issued, Airbus issued Service Bulletin (SB) A300-25-6222 and SB A310-25-2210 to improve the POCA installation inside one-frame OHSC.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2012-0245-E, which is superseded, and requires the installation of a new protection cover as modification of POCA installation inside one-frame OHSC, which constitutes terminating action for the required repetitive DVI.</p> <p>This AD is republished to correct a typographical error in the Reason.</p>
Effective Date:	05 August 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Re-statement of requirements of EASA AD 2012-0245-E:</p> <ol style="list-style-type: none"> (1) For aeroplanes listed in Appendix A of Airbus AOT A25W003-12 at original issue: Within 10 days or 50 flight hours (FH), whichever occurs first after 02 November 2012 [the effective date of EASA AD 2012-0232-E], accomplish a detailed visual inspection (DVI) of the POCA installation(s) inside one-frame OHSC adjacent to L1 and R1 doors and the affected insulation blanket(s) and, depending on findings, accomplish the applicable corrective action(s) before next flight, in accordance with the instructions of Airbus AOT A25W003-12 Revision 1. (2) For aeroplanes not listed in Appendix A of Airbus AOT A25W003-12 at original issue: Within 10 days or 50 FH, whichever occurs first after 20 November 2012 [the effective date of EASA AD 2012-0245-E], accomplish a DVI of the POCA installation(s) inside one-frame OHSC adjacent to L1 and R1 doors and the affected insulation blanket(s) and, depending on findings, accomplish the applicable corrective action(s) before next flight, in accordance with the instructions of Airbus AOT A25W003-12 Revision 1. <p>Note: Appendix 1 of this AD illustrates the affected installation.</p> <ol style="list-style-type: none"> (3) Within 10 days after the inspection as required by paragraph (1) or paragraph (2) of this AD, as applicable, and, thereafter, at intervals not to exceed 10 days, repeat the DVI of the POCA installation(s) inside one-frame OHSC adjacent to L1 and R1 doors in accordance with the instructions of Airbus AOT A25W003-12 Revision 1. (4) If, during any inspection as required by paragraph (3) of this AD, damage is found (e.g. damage of insulation blanket, signs of arcing, wire chafing), before next flight, repair or replace all damaged parts in accordance with the instructions of Airbus AOT A25W003-12 Revision 1. (5) Inspections and corrective actions on an aeroplane, accomplished before 20 November 2012 [the effective date of EASA AD 2012-0245-E] in accordance with the instructions of Airbus AOT A25W003-12 at original issue, are acceptable to comply with the initial requirements of paragraphs (1), (3) and (4) of this AD for that aeroplane. (6) Within 30 calendar days after each inspection as required by paragraphs (1), (2) and (3) of this AD, report the inspection results (only in case findings are made) to Airbus. (7) Accomplishment of corrective actions on an aeroplane, as required by paragraph (4) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (3) of this AD for that aeroplane. <p>New requirements of this AD:</p> <ol style="list-style-type: none"> (8) Within 24 months after the effective date of this AD, install a protection cover to close the cut-out in OHSC rear panel in accordance with the instructions of Airbus SB A300-25-6222 or SB A310-25-2210, as applicable.

	<p>(9) Modification of an aeroplane as required by paragraph (8) of this AD constitutes terminating action for the repetitive inspections required by paragraph (3) of this AD for that aeroplane.</p> <p>(10) After modification of an aeroplane as required by paragraph (8) of this AD, do not install a replacement OHSC on that aeroplane, unless it is verified that the rear panel of the replacement OHSC has been modified in accordance with the instructions of Airbus SB A300-25-6222, or SB A310-25-2210, as applicable.</p>
Ref. Publications:	<p>Airbus AOT A25W003-12 Revision 1 dated 14 November 2012.</p> <p>Airbus SB A300-25-6222 original issue dated 25 February 2015.</p> <p>Airbus SB A310-25-2210 original issue dated 25 February 2015.</p> <p>The use of later approved revisions of these documents 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 11 June 2015 as PAD 15-083 for consultation until 09 July 2015. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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 – EIAW (Airworthiness Office), E-mail: continued.airworthiness-wb.external@airbus.com.

Appendix 1 – POCA Illustration

