



## Airworthiness Directive

**AD No.:** 2017-0150

**Issued:** 16 August 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

AIRBUS

**Type/Model designation(s):**

A318, A319, A320 and A321 aeroplanes

**Effective Date:** 30 August 2017

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2013-0278 dated 26 November 2013.

### 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) except those on which Airbus modification 161337 was embodied in production.

**Reason:**

Some oxygen pipe assemblies, Part Number (P/N) D3511032000640, were found corroded during manufacturing at supplier level. The affected pipe assembly was installed at the end of the right hand (RH) crew distribution line, just upstream of the First Officer and RH Observer oxygen mask boxes.

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.



This condition, if not detected and corrected, could lead to blocked or reduced oxygen supply to a 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.

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 identified the aeroplanes on which those pipes were installed on the production line and issued Service Bulletin (SB) A320-35-1069, containing instructions to remove the affected pipes from service.

Consequently, EASA issued AD 2013-0278 to require the identification of the affected oxygen pipes P/N D3511032000640, and for those included in the affected batches, replacement of the oxygen pipe. That AD also prohibited installation of any of the affected pipes on other aeroplanes.

Since EASA AD 2013-0278 was issued, new investigation has determined that affected oxygen pipes may have been installed on more aeroplanes than initially identified. Consequently, Airbus issued SB A320-35-1069 Revision 02 with an extended list of affected aeroplane MSN and another revision of the SB is expected to extend the list once more to MSN 5255 inclusive.

For the reasons described above, this AD retains the requirements of EASA AD 2013-0278, which is superseded, and requires the same actions on these additional aeroplanes.

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

Required as indicated, unless accomplished previously:

Note: For the purpose of this AD, Group 1 aeroplanes are those MSN listed in Annex 1 of this AD (addressed through EASA AD 2013-0278). Group 2 aeroplanes are MSN 4800 to 5255 inclusive, excluding MSN listed in Group 1.

#### Identification / Replacement:

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, accomplish the following actions, in accordance with the instructions of Airbus SB A320-35-1069.
  - (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.

Table 1 – Oxygen Pipe Identification / Replacement

Aeroplane MSN	Compliance Time
Group 1 aeroplanes	Within 7 500 flight hours (FH) or 26 months, whichever occurs first after 10 December 2013 [the effective date of EASA AD 2013-0278]
Group 2 aeroplanes	Within 7 500 FH or 26 months, whichever occurs first after the effective date of this AD



- (2) An aeroplane that has an MSN not identified in Groups 1 and 2 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.

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.

**Parts Installation:**

- (3) From 10 December 2013 [the effective date of EASA AD 2013-0278], 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:**

Airbus SB A320-35-1069 original issue dated 26 April 2013, or Revision 01 dated 24 March 2014, or Revision 02 dated 26 October 2016.

The use of later approved revisions of this document 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 22 June 2017 as PAD 17-082 for consultation until 20 July 2017. 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. 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](mailto:account.airworth-eas@airbus.com).



## Annex 1 – Group 1 aeroplanes

Aeroplane MSN													
4987	5041	5053	5060	5069	5077	5085	5092	5102	5109	5117	5125	5133	5143
4997	5042	5054	5062	5070	5078	5086	5093	5103	5111	5118	5126	5134	5144
5013	5045	5055	5063	5072	5079	5087	5094	5104	5112	5119	5127	5135	5146
5014	5047	5056	5064	5073	5080	5088	5095	5105	5113	5120	5128	5136	5148
5022	5049	5057	5065	5074	5081	5089	5096	5106	5114	5122	5129	5137	
5032	5050	5058	5067	5075	5083	5090	5099	5107	5115	5123	5130	5138	
5039	5052	5059	5068	5076	5084	5091	5101	5108	5116	5124	5132	5140	

