| EASA | AIRWORTHINESS DIRECTIVE |
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| | **AD No.: 2015-0119**<br><br>**Date: 24 June 2015**<br><br>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. |

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].

| **Design Approval Holder's Name:** | **Type/Model designation(s):** |
|---|---|
| AIRBUS | A330 and A340 aeroplanes |

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| TCDS Numbers: | EASA.A.004 and EASA.A.015 |
| Foreign AD: | Not applicable |
| Supersedure: | This AD supersedes EASA AD 2014-0277 dated 19 December 2014. |

| **ATA 35** | **Oxygen – Chemical Oxygen Generators – Replacement** |
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| Manufacturer(s): | Airbus (formerly Airbus Industrie) |
| Applicability: | Airbus A330-201, A330-202, A330-203, A330-223, A3330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and<br><br>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN, except those that have a gaseous system installed for all oxygen containers. |
| Reason: | Reports have been received indicating premature ageing of certain chemical oxygen generators, Part Number (P/N) 117042-XX (XX representing any numerical value), manufactured by B/E Aerospace. Some operators reported that when they tried to activate generators, some older units failed to activate. Given the number of failed units reported, all generators manufactured in 1999, 2000 and 2001 were considered unreliable.<br><br>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.<br><br>To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A35L007-14, making reference to B/E Aerospace Service Information Letter (SIL) D1019-01 (currently at Revision 1) and B/E Aerospace Service Bulletin (SB) 117042-35-001. Consequently, EASA issued AD 2014-0277 to require identification and replacement of the affected oxygen generators. |

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| | Since EASA AD 2014-0277 was issued, and following new investigation results, EASA have decided to introduce a life limitation concerning all P/N 117042-XX chemical oxygen generators, manufactured by B/E Aerospace.<br><br>For the reason described above, this AD retains the requirements of EASA AD 2014-0277, which is superseded, expands the scope of the AD to include chemical oxygen generators manufactured after 2001, and requires their removal from service before exceeding 10 years since date of manufacture. |
| Effective Date: | 08 July 2015 |
| Required Action(s) and Compliance Time(s): | Required as indicated, unless accomplished previously:<br><br>**Partial restatement of the requirements of EASA AD 2014-0277:**<br><br>(1) Within 30 days after 24 December 2014 [the effective date of EASA AD 2014-0277], identify the date of manufacture (see Appendix 1 of this AD where this is located) of each oxygen generator, having a P/N as listed in Table 1 of this AD, in accordance with the instructions of Airbus AOT A35L007-14.<br><br>A review of aeroplane maintenance records is acceptable to make this identification, provided those records can be relied upon for the purpose of this requirement.<br><br>(2) Within the compliance time specified in Table 1 of this AD, as applicable, remove and replace each affected oxygen generator from service in accordance with the instructions of Airbus AOT A35L007-14 (for 15 and 22 min generators), or, in accordance with the instructions of B/E Aerospace SB 117042-35-001 (for 15 min generators).<br><br>B/E Aerospace SIL D1019-01 Revision 1 provides instructions for the activation and the disposal of a removed oxygen generator. Airbus AOT A35L007-14 (Appendix 1) includes instructions for reporting the results of the activation (including no findings) of removed units. |

Table 1 – Replacement of pre-2002 Passenger Oxygen Generators

| **P/N** (type) | **Compliance Time** |
|---|---|
| 117042-02 (15 min - 2 masks)<br>117042-03 (15 min - 3 masks)<br>117042-04 (15 min - 4 masks)<br>117042-22 (22 min - 2 masks)<br>117042-23 (22 min - 3 masks)<br>117042-24 (22 min - 4 masks) | For units manufactured in 1999, before exceeding 180 months since date of manufacture, or within 30 days after 24 December 2014 [the effective date of EASA AD 2014-0277], whichever occurs later |
| | For units manufactured in 2000, before exceeding 174 months since date of manufacture, or within 6 months after 24 December 2014 [the effective date of EASA AD 2014-0277], whichever occurs later |
| | For units manufactured in 2001, before exceeding 168 months since date of manufacture, or within 12 months after 24 December 2014 [the effective date of EASA AD 2014-0277], whichever occurs later |

**New requirements of this AD**:

(3) Within the compliance time as specified in Table 2 of this AD, as applicable, and, for generators with a manufacturing date 2009 or later, before exceeding 10 years since date of manufacture of the oxygen generator, whichever occurs later, as applicable, remove from service each oxygen generator manufactured by B/E Aerospace and having a P/N 117042-XX, and replace it with a serviceable unit (see Note) in accordance with the instructions of Airbus AOT A35L007-14 (for 15 and 22 min generators), or the instructions of B/E Aerospace SB 117042-35-001 (for 15 min generators).

Note: For the purpose of this AD, a serviceable unit is an oxygen generator having P/N 117042-XX with a manufacturing date not older than 10 years, or any other approved P/N, provided that the generator has not exceeded the limit established for that generator by the manufacturer.

Table 2 - Replacement of 2002-2008 Oxygen Generators

| **Year of manufacture** | **Compliance Time** (after the effective date of this AD) |
|---|---|
| 2002 | Within 12 months |
| 2003 | Within 16 months |
| 2004 | Within 20 months |
| 2005 | Within 24 months |
| 2006 | Within 28 months |
| 2007 | Within 32 months |
| 2008 | Within 36 months |

(4) From the effective date of this AD, it is allowed to install on any aeroplane an oxygen generator, provided it is determined, prior to installation, that the oxygen generator is a serviceable unit (see Note).

Ref. Publications:

Airbus AOT A35L007-14 original issue dated 18 December 2014, or Revision 01 dated 17 June 2015.

B/E Aerospace SB 117042-35-001 original issue dated 10 December 2014.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

B/E Aerospace SIL D1019-01 Revision 1 dated 03 January 2000, provides instructions for the activation and the disposal of a removed generator.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 22 May 2015 as PAD 15-065 for consultation until 19 June 2015. 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, 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 – Airworthiness Office – EIAL; E-mail: account.airworth-eas@airbus.com.

Appendix 1 – Passenger Oxygen Generator Date of Manufacture

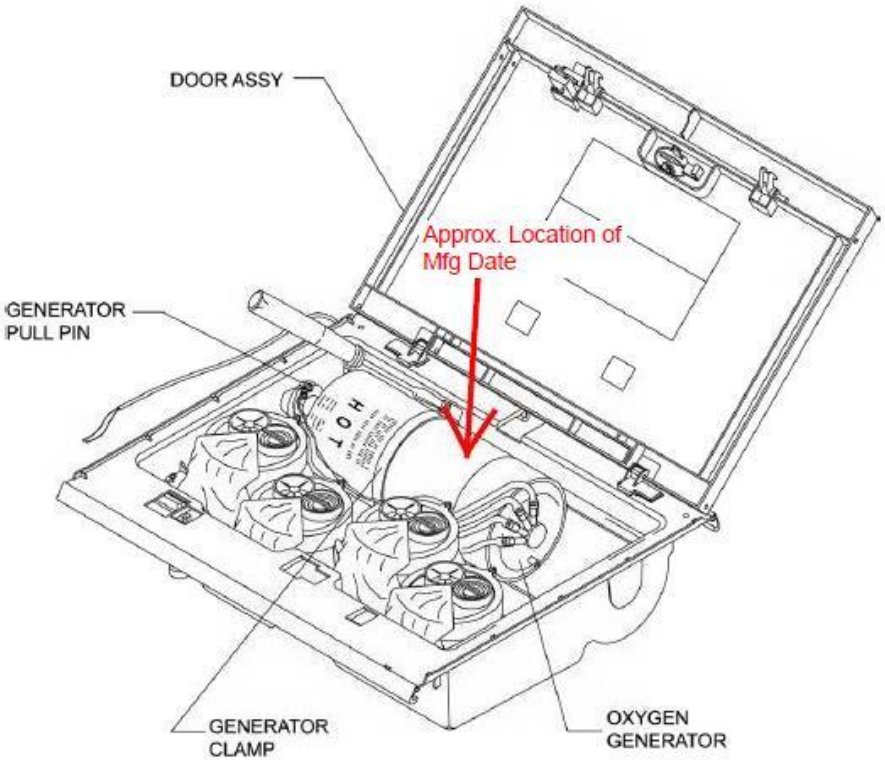


Figure 1 – Location of date (MM-YY)


Figure 2 – MFG.DATE (05-02 = May 2002) example