



## Airworthiness Directive

**AD No.:** 2019-0027

**Issued:** 04 February 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 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.

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 (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A330 aeroplanes

**Effective Date:** 18 February 2019

**TCDS Number(s):** EASA.A.004

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 35 – Oxygen – Oxygen Crew and Courier Distribution System Flexible Hoses – Inspection / Replacement

#### Manufacturer(s):

Airbus

#### Applicability:

Airbus A330-223F and A330-243F aeroplanes, all manufacturer serial numbers.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** Flexible hoses, having a Part Number (P/N) as listed in Table 1 of this AD, intended for installation on the Oxygen Crew and Courier Distribution System (OCCDS).

**Serviceable part:** An affected part that is new (never installed), in accordance with the instructions of the SB.

**The SB:** Airbus Service Bulletin (SB) A330-35-3054.

#### Reason:

Several occurrences were reported of finding cracked flexible hoses P/N 32209-series of the OCCDS on A330 freighter aeroplanes. These flexible hoses are steel braided hoses with polyurethane (PUR)



inner tubes and steel inner springs. On A330 freighter aeroplanes, these hoses are located in the courier area and are not pressurized during normal operation.

This condition, if not detected and corrected, could lead to oxygen leakage in the flexible hose of the OCCDS, which, in combination with in-flight depressurization, smoke in cockpit or smoke evacuation procedure, could possibly result in cockpit crew injury and reduced control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions.

For the reasons described above, this AD requires repetitive detailed inspections (DET), including functional testing, of the OCCDS and, depending on findings, replacement of affected part(s).

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

Required as indicated, unless accomplished previously:

Table 1 – Affected parts P/N

|             |             |                |
|-------------|-------------|----------------|
| 32209E0072A | 32209E0230C | 32209H0126A    |
| 32209E0100C | 32209E0314C | 32209H0136K000 |
| 32209E0102C | 32209F0124C | 32209H0142K000 |
| 32209E0200C | 32209H0116A | 32209H0160B    |

#### Inspection(s):

- (1) Within 1 600 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 1 600 FH, accomplish a DET (including functional testing) of the OCCDS in accordance with the instructions of the SB.

#### Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any leakage or damage of any affected part is found, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

#### Terminating Action:

- (3) None.

#### Parts Installation:

- (4) From the effective date of this AD, installation of an affected part on an aeroplane is allowed, provided that the part is a serviceable part, as defined in this AD.

#### Ref. Publications:

Airbus SB A330-35-3054 original issue dated 25 September 2018.

The use of later approved revisions of the above-mentioned 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 11 December 2018 as PAD 18-172 for consultation until 08 January 2019. 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

