



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-172**

**Issued: 11 December 2018**

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS

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

A330 aeroplanes

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**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 on an aeroplane of an affected part 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. This Proposed AD will be closed for consultation on 08 January 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – EIAL (Airworthiness Office), E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).

