

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-052

Issued: 12 March 2020

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: This AD supersedes EASA AD 2019-0027 dated 04 February 2019.

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

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A330-223F and A330-243F aeroplanes, manufacturer serial number (MSN), 1004, 1032, 1051, 1062, 1070, 1092, 1115, 1136, 1148, 1164, 1175, 1180, 1320, 1332, 1344, 1350, 1368, 1380, 1386, 1406, 1414, 1418, 1428, 1442, 1448, 1506, 1524, 1534, 1550, 1578, 1584, 1594, 1688, 1708, 1722, 1750, 1768 and 1772.

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 in the Oxygen Crew and Courier Distribution System (OCCDS).

Serviceable part: An affected part that is new (never installed).

Improved serviceable part: Flexible hoses, having a P/N as listed in Table 2 of this AD, intended for installation in the OCCDS.



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

The modification SB: Airbus SB A330-35-3059.

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 from a 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 inspection SB to provide inspection instructions. Consequently, EASA published AD 2019-0027 to require repetitive detailed inspection (DET), including functional testing of the OCCDS and, depending on findings, replacement of affected part(s).

Since that AD was issued, improved flexible oxygen hoses have been developed and Airbus issued the modification SB, providing instructions for replacement of each affected part.

For the reasons explained above, this AD retains the requirement of EASA AD 2019-0027, which is superseded, and requires replacement of each affected part with an improved serviceable part.

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

Required as indicated, unless accomplished previously:

Table 1 – Affected Parts P/N

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

Table 2 – Improved Serviceable Parts P/N

32301E0072A	32301E0200C	A25918-01	A25917-01
32301E0100C	32301E0230C	A24373-01	A24372-01
32301E0102C	32301E0314C	A24369-01	



Inspection(s):

- (1) Within 1 600 flight hours (FH) after 18 February 2019 [the effective date of EASA AD 2019-0027] 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 inspection SB.

Corrective Action(s):

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

Modification:

- (3) Unless already accomplished as specified in paragraph (2) of this AD, within 42 months after the effective date of this AD, modify the aeroplane by replacing each affected part with an improved serviceable part, in accordance with the instructions of the modification SB.

Terminating Action:

- (4) Accomplishment of corrective action(s) on an aeroplane in accordance with the instructions of the inspection SB, as specified in paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
- (5) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD.

Parts Installation:

- (6) After modification of an aeroplane as required by paragraph (3) of this AD, do not install an affected part on that aeroplane.

Ref. Publications:

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

Airbus SB A330-35-3059 original issue dated 20 December 2019.

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

Remarks:

1. This Proposed AD will be closed for consultation on 09 April 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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 – IIAL (Airworthiness Office), E-mail: continued.airworthiness.A330-A340@airbus.com

