



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-009

Issued: 17 January 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):

A318, A319, A320 and A321 aeroplanes

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

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 35 – Oxygen – Oxygen Supply Solenoid Valve – Inspection / Replacement

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.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A320-35-1096.

Affected part: Solenoid valves (SV), having Part Number (P/N) DVE90-06 or P/N DVE90-07.

Serviceable part: An affected part which has passed a flow test (no defects found) in accordance with the instructions of the SB.



Reason:

Investigations conducted by the SV manufacturer revealed that affected parts, intended for installation on the crew oxygen system to shut off the oxygen supply, can be a potential source of increased flow resistance within the crew oxygen system.

This condition, if not detected and corrected, could lead to a reduced flow of oxygen supply to cockpit crew oxygen masks, which, in combination with in-flight depressurization, smoke in cockpit or smoke evacuation procedure, may lead to cockpit crew hypoxia and loss of useful consciousness, possibly resulting in loss of 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 a one-time special detailed inspection (SDI) of each affected part and, depending on findings, replacement with a serviceable part.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as defined in Table 1 of this AD, accomplish an SDI (flow test) of the affected part on each cockpit crew oxygen mask, in accordance with the instructions of the SB.

Table 1 – SV / Cockpit Crew Oxygen Mask SDI

SV Year of Manufacture, or Year of last Overhaul	Compliance Time
Before 2003, or SV year of manufacture is unknown	Within 6 months after the effective date of this AD
From 2003 to 2007 inclusive	Within 9 months after the effective date of this AD
From 2008 to 2011 inclusive	Within 12 months after the effective date of this AD
2012 or later	Within 24 months after the effective date of this AD, or before exceeding 24 months since SV year of manufacture, whichever occurs later

Corrective Action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, an affected part fails the flow test, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Parts Installation:

- (3) 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, or provided that, before next flight after installation, it passes a flow test (no defects found) in accordance with the instructions of the SB.



Ref. Publications:

Airbus SB A320-35-1096 original issue dated 18 September 2019.

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 14 February 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 – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.

