
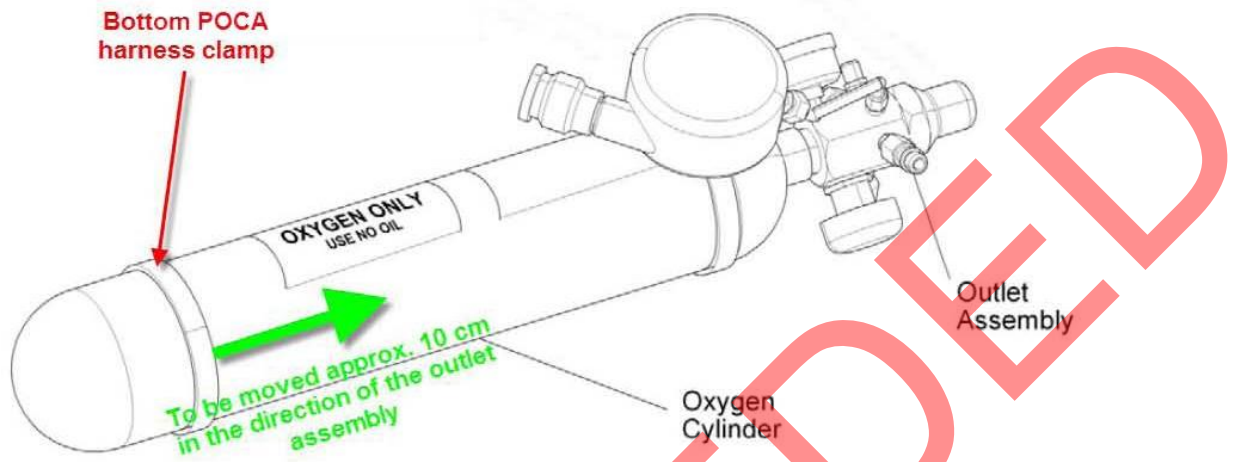


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0232-E</p> <p>Date: 31 October 2012</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A300-600 and A310 aeroplanes</p>
TCDS Number:	France No.145
Foreign AD:	Not applicable
Supersedure:	None
ATA 25	Equipment / Furnishings – Portable Oxygen Cylinder in Overhead Stowage – Inspection / Replacement
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A300-600 and A310 aeroplanes, as identified by manufacturer serial number in Airbus AOT A25W003-12 dated 31 October 2012, Appendix A.
Reason:	<p>During maintenance, an operator found that one portable oxygen cylinder assembly (POCA) had slipped from its bracket inside a one-frame overhead stowage compartment (OHSC) located near door L1. The investigation results indicated that the POCA had fallen behind the OHSC through a cut-out on the OHSC outboard panel and damaged some electrical wires, resulting in arcing, melted wires, partial burn stains on the POCA and on the inside of the fuselage.</p> <p>This condition, if not detected and corrected, could possibly result in an uncontrolled fire in the affected area.</p> <p>To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A25W003-12, requesting a one-time inspection of the affected POCA installation inside one-frame OHSC, corrective actions, and repetitive checks.</p> <p>For the reasons described above, this AD requires repetitive inspections of the affected POCA installation(s) inside one-frame OHSC and, depending on findings, the accomplishment of applicable corrective action(s).</p> <p>This is considered to be a temporary measure and further AD action may follow.</p>
Effective Date:	02 November 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 10 days or 50 flight hours, whichever occurs first after the effective date of this AD, accomplish a detailed visual inspection (DVI) of the POCA installation(s) inside one-frame OHSC and the affected insulation blanket(s) and, depending on findings, accomplish the applicable corrective action(s) before next flight, in accordance with the instructions of the Airbus AOT A25W003-12. <p>Note: Appendix 1 of this AD illustrates the affected installation.</p> <ol style="list-style-type: none"> (2) Within 10 days after the inspection as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 10 days, repeat the DVI of the POCA installation(s) inside one-frame OHSC in accordance with the instructions of the Airbus AOT A25W003-12. (3) If, during any inspection as required by paragraph (2) of this AD, damage is found (e.g. damage of insulation blanket, signs of arcing, wire chafing), before next flight, repair or replace all damaged parts in accordance with the instructions of Airbus AOT A25W003-12. (4) Within 30 calendar days after each inspection as required by paragraph (1) and (2) of this AD, report the inspection results (only in case findings are made) to Airbus. (5) Accomplishment of corrective actions as required by paragraph (3) of this AD does not constitute terminating action for repetitive inspections required by paragraph (2) of this AD.
<p>Ref. Publications:</p>	<p>Airbus AOT A25W003-12, dated 31 October 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 SAS – EIAW (Airworthiness Office), Telephone: + 33 (0)5 6118-4139, Fax: + 33 (0)5 6193-4451.

Appendix 1 – POCA Illustration



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