

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0153</p> <p>Date: 18 July 2013</p> <p>Note: This 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 21A.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): A319 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not Applicable
Supersedure:	None
ATA 35	Oxygen – Passenger Gaseous Oxygen System – Modification
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	Airbus A319-115 and A319-133 aeroplanes, all manufacturer serial numbers, having received in production Airbus modification (mod) 33125 (installation of Gaseous Oxygen System for passengers), except those on which Airbus mod 153555 has been embodied in production.
Reason:	<p>Following an ECAM warning “CARGO SMOKE” during flight, the flight crew elected to divert and the aeroplane made an uneventful landing. The post-flight inspection evidenced a heavy fire in the vicinity of the Gaseous Oxygen System (GOS) for passengers, located close to the cargo area. The origin of the fire has not been clearly identified.</p> <p>After more investigation, Airbus determined that the current optional passenger GOS design, specific to A319 aeroplanes, is not robust enough to prevent further events of this kind.</p> <p>This condition, if not detected and corrected, could lead to an uncontrolled fire, possibly resulting in loss of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus has developed mod 153555 to improve the optional A319 GOS for passengers.</p> <p>For the reasons described above, this AD requires modification of the passenger GOS design.</p>
Effective Date:	01 August 2013

<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 24 months after the effective date of this AD, modify the passenger GOS in accordance with the instructions of Airbus Service Bulletin (SB) A320-35-1062. (2) Prior to, or concurrent with, modification of an aeroplane as required by paragraph (1) of this AD, accomplish the modifications in accordance with the instructions of Airbus SB A320-35-1030 and Airbus SB A320-35-1036 on that aeroplane.
<p>Ref. Publications:</p>	<p>Airbus SB A320-35-1062 original issue dated 01 February 2013. Airbus SB A320-35-1030 original issue dated 03 April 2006. Airbus SB A320-35-1036 original issue dated 14 June 2007.</p> <p>The use of later approved revisions of these documents 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. This AD was posted on 14 June 2013 as PAD 13-077 for consultation until 12 July 2013. No comments were received during the consultation period. 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 – Airworthiness Office – EIAS; Fax: +33 5 61 93 44 51; E-mail: account.airworth-eas@airbus.com.