


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0207 [Correction: 26 November 2014]</p> <p>Date: 16 September 2014</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 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>Type Approval Holder's Name : AIRBUS</p>	<p>Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes</p>
<p>TCDS Number : EASA.A.064</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD 2012-0055R1 dated 17 October 2012.</p>	
ATA 35	Oxygen – Chemical Emergency Oxygen Containers – Modification
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 (MSN).
Reason:	<p>It was determined that oxygen generators, installed on a specific batch of Type 1 (22 min) passenger emergency oxygen container assemblies, may become detached by extreme pulling of the mask tube at the end of oxygen supply. Investigations revealed that such detachment can be caused by the increase in temperature towards the end of the generator operation, which may weaken the plastic housing in the attachment area of the bracket.</p> <p>This condition, if not corrected, could make the rivets slip through the plastic housing, causing a 'hot' oxygen generator and mask to fall down, possibly resulting in injury to passengers.</p> <p>To address this potential unsafe condition, EASA issued AD 2012-0055 (later revised) to require modification of the affected oxygen container assemblies. That AD also prohibited installation of unmodified containers on any aeroplane as replacement parts.</p> <p>Since that AD was issued, it was found that the affected containers have not only been marked with company name B/E Aerospace, as was specified, but also, for a brief period, with the former company name DAe Systems.</p>

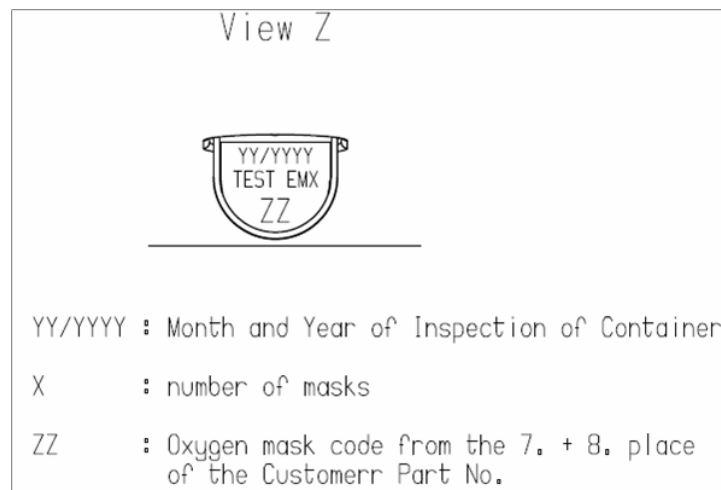
	<p>For the reason described above, this AD retains the requirements of EASA AD 2012-0055R1, which is superseded, and expands the affected group of containers to include those that have the name “DAe Systems” on the identification plate.</p> <p>This AD also clearly separates the serial number (s/n) groups of containers into those manufactured by B/E Aerospace and those manufactured by DAe Systems, for which additional compliance time is provided.</p> <p>This AD is republished to correct an error in paragraph (1).</p>						
Effective Date:	30 September 2014						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time specified in Table 1 of this AD, as applicable, modify each Type 1 (22 min) passenger emergency oxygen container assembly installed on an aeroplane, having a Part Number (P/N) as listed in Table 1 of this AD and with a s/n as listed in Table 2 or Table 3 of this AD, as applicable, in accordance with the instructions of Airbus SB A320-35-1049 or Airbus SB A320-35-1053, or Airbus SB A320-35-1054, or Airbus SB A320-35-1055, or Airbus SB A320-35-1056, or Airbus SB A320-35-1057 or Airbus SB A320-35-1058, as applicable to the MSN.</p> <p>Table 1 – Modification of Emergency oxygen container assemblies</p> <table><tr><th>P/N - (xxxxx stands for any alphanumerical value)</th><th>Compliance Time</th></tr><tr><td>13C22Lxxxxx0100 13C22Rxxxxx0100 14C22Lxxxxx0100 14C22Rxxxxx0100</td><td><p>For units with “B/E AEROSPACE” on the identification plate (see Table 3 of this AD): Within 5 000 flight cycles (FC), or 7 500 flight hours (FH), or 24 months, whichever occurs first after 17 April 2012 [the effective date of EASA AD 2012-0055 at original issue]</p><p>For units with “DAe Systems” on the identification plate (see Table 2 of this AD): Within 2 500 FC, or 3 750 FH, or 12 months, whichever occurs first after the effective date of this AD</p></td></tr></table> <p>Table 2 – Affected s/n manufactured by ‘DAe Systems’</p> <table><tr><td>ARBC-0000 to ARBC-9999 inclusive ARBD-0000 to ARBD-9999 inclusive ARBE-0000 to ARBE-9999 inclusive BEBE-0000 to BEBE-9999 inclusive</td></tr></table> <p>Table 3 – Affected s/n manufactured by ‘B/E Aerospace’</p> <table><tr><td>BEBF-0000 to BEBF-9999 inclusive BEBH-0000 to BEBH-9999 inclusive BEBK-0000 to BEBK-9999 inclusive BEBL-0000 to BEBL-9999 inclusive BEBM-0000 to BEBM-9999 inclusive</td></tr></table>	P/N - (xxxxx stands for any alphanumerical value)	Compliance Time	13C22Lxxxxx0100 13C22Rxxxxx0100 14C22Lxxxxx0100 14C22Rxxxxx0100	<p>For units with “B/E AEROSPACE” on the identification plate (see Table 3 of this AD): Within 5 000 flight cycles (FC), or 7 500 flight hours (FH), or 24 months, whichever occurs first after 17 April 2012 [the effective date of EASA AD 2012-0055 at original issue]</p> <p>For units with “DAe Systems” on the identification plate (see Table 2 of this AD): Within 2 500 FC, or 3 750 FH, or 12 months, whichever occurs first after the effective date of this AD</p>	ARBC-0000 to ARBC-9999 inclusive ARBD-0000 to ARBD-9999 inclusive ARBE-0000 to ARBE-9999 inclusive BEBE-0000 to BEBE-9999 inclusive	BEBF-0000 to BEBF-9999 inclusive BEBH-0000 to BEBH-9999 inclusive BEBK-0000 to BEBK-9999 inclusive BEBL-0000 to BEBL-9999 inclusive BEBM-0000 to BEBM-9999 inclusive
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BEBF-0000 to BEBF-9999 inclusive BEBH-0000 to BEBH-9999 inclusive BEBK-0000 to BEBK-9999 inclusive BEBL-0000 to BEBL-9999 inclusive BEBM-0000 to BEBM-9999 inclusive							

	<p>(2) An oxygen container with a P/N as listed in Table 1 and with a s/n as listed in Table 2 or Table 3 of this AD, as applicable, that has been modified in accordance with the instructions of B/E Aerospace SB 1XC22-0100-35-006, is compliant with the modification requirement of the paragraph (1) of this AD.</p> <p>(3) An aeroplane on which Airbus modification (mod) 150704 has not been embodied in production does not have to comply with the requirements of paragraph (1) of this AD, unless an oxygen container with a P/N as listed in Table 1 and with a s/n as listed in Table 2 or Table 3 of this AD, as applicable, has been installed on that aeroplane since its date of manufacture.</p> <p>(4) An aeroplane on which Airbus mod 150704 has been embodied in production and which is not listed by Model and MSN in Airbus SB A320-35-1049, SB A320-35-1053, SB A320-35-1054, SB A320-35-1055, SB A320-35-1056, SB A320-35-1057 or Airbus SB A320-35-1058, does not have to comply with the requirements of paragraph (1) of this AD, unless an oxygen container with a P/N as listed in Table 1 of this AD and with a s/n as listed in Table 2 or Table 3 of this AD, as applicable, has been installed on that aeroplane since its date of manufacture.</p> <p>(5) From the effective date of this AD, do not install on any aeroplane an oxygen container with a P/N as listed in Table 1 of this AD and a s/n as listed in Table 2 or Table 3 of this AD, as applicable, unless the container has been modified in accordance with the instructions of Airbus SB A320-35-1049, or Airbus SB A320-35-1053, or Airbus SB A320-35-1054, or Airbus SB A320-35-1055, or Airbus SB A320-35-1056, or Airbus SB A320-35-1057, or Airbus SB A320-35-1058, or B/E Aerospace SB 1XC22-0100-35-006, as applicable.</p> <p>(6) An aeroplane on which the design of the passenger oxygen container is not Design A as defined in Appendix 1 of this AD, does not have to comply with the requirements of paragraph (1) of this AD for that passenger oxygen container.</p>
Ref. Publications:	<p>Airbus SB A320-35-1049 original issue dated 15 June 2011. Airbus SB A320-35-1053 original issue dated 15 June 2011. Airbus SB A320-35-1054 original issue dated 15 June 2011. Airbus SB A320-35-1055 original issue dated 15 June 2011. Airbus SB A320-35-1056 original issue dated 15 June 2011. Airbus SB A320-35-1057 original issue dated 15 June 2011. Airbus SB A320-35-1058 original issue dated 15 June 2011.</p> <p>B/E Aerospace SB 1XC22-0100-35-006 original issue dated 08 April 2011 or Revision 01 dated 15 December 2011, or Revision 02 dated 10 July 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<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 27 June 2014 as PAD 14-103 and republished as PAD 14-103R1 on 08 July 2014 for consultation until 25 July 2014. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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.

Appendix 1 – Design A of the Passenger Oxygen Containers

Design A: The placard on the passenger oxygen container test button is as described in Picture A of Appendix 1 of this AD. The Mask configuration ("ZZ" in Picture A) is a number and the test button is as shown in Picture B.

Picture A:



Picture B:

