EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0208 **Date: 16 September 2014** 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.

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A318, A319, A320 and A321 aeroplanes

TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0083 dated 16 May 2012.

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:	During production of passenger oxygen containers, the manufacturer, B/E Aerospace, detected some silicon particles inside the oxygen generator manifolds. Investigation revealed that those particles (chips) had chafed from the mask hoses during installation onto the generator outlets. It was discovered that a defective mask hose installation device had caused the chafing. This condition, if not detected and corrected, could reduce or block the oxygen supply, possibly resulting in injury to passengers when oxygen supply is needed. To address this potential unsafe condition, EASA issued AD 2011-0167 to require the identification and modification of the affected oxygen container assemblies. That AD also prohibited the installation of the affected containers on any aeroplane as replacement parts. It was subsequently established that Models A318-121 and A318-122 were missing from the Applicability of the AD, and clarification was necessary regarding the affected containers.

<table>
<tr><td></td><td>Consequently, EASA issued AD 2012-0083, retaining the requirements of EASA AD 2011-0167, which was superseded, expanded the Applicability by adding two aeroplane models, and provided clarity by providing a list of affected passenger oxygen containers.

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.

For the reason described above, this AD retains the requirements of EASA AD 2012-0083, which is superseded, and expands the affected group of containers to include those that have the name “DAe Systems” on the identification plate.

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.</td></tr>
<tr><td>Effective Date:</td><td>30 September 2014</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(1) Within the compliance time specified in Table 1 of this AD, as applicable, identify the Part Number (P/N) and s/n of each passenger oxygen container installed on the aeroplane.

A review of aeroplane maintenance records is acceptable to accomplish the identification as required by this paragraph, provided those records can be relied upon for that purpose.

Table 1 – Modification of Emergency Oxygen Container Assemblies

<table>
<tr><th>Affected Units</th><th>Compliance Time</th></tr>
<tr><td>“B/E Aerospace” on the identification plate (see Table 4 of this AD)</td><td>Within 5 000 flight cycles (FC), or 7 500 flight hours (FH), or 24 months, whichever occurs first after 20 September 2011 [the effective date of EASA AD 2011-0167]</td></tr>
<tr><td>“DAe Systems” on the identification plate (see Table 3 of this AD)</td><td>Within 2 500 FC, or 3 750 FH, or 12 months, whichever occurs first after the effective date of this AD</td></tr>
</table>

(2) If a container, identified as required by paragraph (1) of this AD, has a P/N as listed in Table 2 and has a s/n as listed in Table 3 or Table 4, as applicable, of this AD, accomplish the following actions concurrently, within the compliance time as specified in Table 1 of this AD, as applicable, in accordance with the instructions of Airbus Service Bulletin (SB) A320-35A1047:

(2.1) Replace the oxygen generator manifold of the affected oxygen container with a serviceable manifold,

(2.2) Perform an operational check of the manual mask release, and

(2.3) Check if the P/N of the container is listed in B/E Aerospace SB 1XCXX-0100-35-005 Revision 01, or B/E Aerospace SB 22CXX-0100-35-003 Revision 01, and if is not listed, contact Airbus for instructions and accomplish those instructions accordingly.</td></tr>
</table>

Table 2 – Affected P/N (xxxxx stands for any alphanumerical value)

Type I: 15 and 22 minutes	Type II: 15 and 22 minutes
12C15Lxxxxx0100	22C15Lxxxxx0100
12C15Rxxxxx0100	22C15Rxxxxx0100
13C15Lxxxxx0100	22C22Lxxxxx0100
13C15Rxxxxx0100	22C22Rxxxxx0100
14C15Lxxxxx0100	
14C15Rxxxxx0100	
12C22Lxxxxx0100	
12C22Rxxxxx0100	
13C22Lxxxxx0100	
13C22Rxxxxx0100	
14C22Lxxxxx0100	
14C22Rxxxxx0100	

Table 3 – Affected s/n manufactured by 'DAe Systems'

ARBA-0000 to ARBA-9999 inclusive
ARBB-0000 to ARBB-9999 inclusive
ARBC-0000 to ARBC-9999 inclusive
ARBD-0000 to ARBD-9999 inclusive
ARBE-0000 to ARBE-9999 inclusive
BEBE-0000 to BEBE-9999 inclusive

Table 4 – Affected s/n manufactured by 'B/E Aerospace'

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

(3) Oxygen containers Type I with a P/N listed in Table 2 of this AD and with a s/n listed in Table 3 or Table 4 of this AD, as applicable, that have been modified in accordance with the instructions of B/E Aerospace SB 1XCXX-0100-35-005, and oxygen containers Type II with a P/N listed in Table 2 of this AD and with a s/n listed in Table 3 or Table 4 of this AD, as applicable, that have been modified in accordance with the instructions of B/E Aerospace SB 22CXX-0100-35-003, are compliant with the requirements of paragraph (2) of this AD.

(4) An aeroplane on which Airbus modification (mod) 150703 or Airbus mod 150704 has **not** been embodied in production does not have to comply with the requirements of paragraph (2) of this AD, unless an oxygen container with a P/N listed in Table 2 of this AD and with a s/n listed in Table 3 or Table 4 of this AD, as applicable, has been installed on that aeroplane since its date of manufacture.

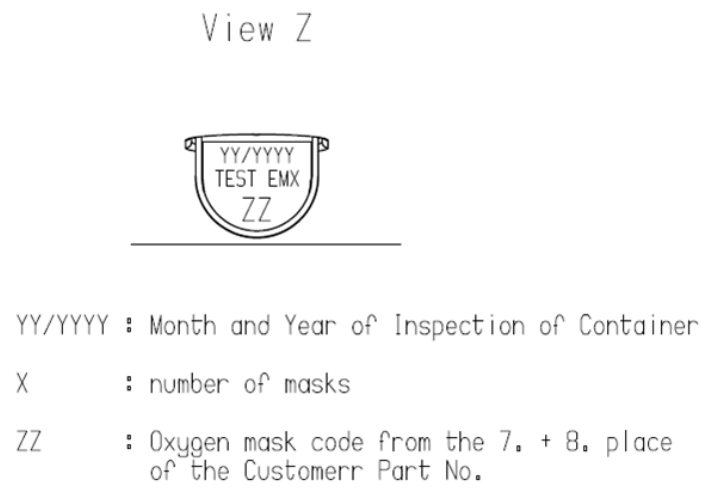
(5) An aeroplane on which Airbus mod 150703 or Airbus mod 150704 has been embodied in production and which is not listed by Model and MSN in Airbus SB A320-35A1047, does not have to comply with the requirements of paragraphs (1) and (2) of this AD, unless an oxygen container with a P/N listed in Table 2 of this AD and with a s/n listed in Table 3 or Table 4 of this AD, as applicable, has been installed on that

	aeroplane since its date of manufacture. (6) A319 aeroplanes that are equipped with a Gaseous Oxygen System for Passengers, installed in production with Airbus mod 33125, do not have the affected passenger oxygen containers installed. Unless these aeroplanes have been modified in-service (no approved Airbus modification exists), the requirements of paragraphs (1) and (2) of this AD do not apply to these aeroplanes. (7) Aeroplanes that have already been inspected, prior to the effective date of this AD, in accordance with the instructions of Airbus SB A320-35A1047, must be inspected and, depending on findings, corrected, within the compliance time defined in paragraph (1) of this AD and as required by paragraph (2) of this AD, as applicable, except as specified in paragraph (8) of this AD. (8) Aeroplanes on which, prior to the effective date of this AD, the passenger oxygen container has been replaced in accordance with the instructions of Airbus SB A320-35A1047, are compliant with the requirements of paragraph (2) of this AD for that passenger oxygen container. (9) 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 paragraphs (1) and (2) of this AD for that passenger oxygen container. (10) From the effective date of this AD, do not install on any aeroplane an oxygen container with a P/N listed in Table 2 of this AD **and** with a s/n listed in Table 3 or Table 4 of this AD, as applicable, unless the container has been modified in accordance with the instructions of Airbus SB A320-35A1047, or B/E Aerospace SB 1XCXX-0100-35-005, or B/E Aerospace SB 22CXX-0100-35-003, as applicable.
Ref. Publications:	Airbus SB A320-35A1047 original issue dated 29 March 2011. B/E Aerospace SB 1XCXX-0100-35-005 original issue dated 14 March 2011, or Revision 01 dated 15 December 2011, or Revision 02 dated 10 July 2014. B/E Aerospace SB 22CXX-0100-35-003 original issue dated 17 March 2011, or Revision 01 dated 20 December 2011, or Revision 02 dated 10 July 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	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 14-104 and republished as PAD 14-104R1 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: