


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2012-0055</b>  <b>Date: 03 April 2012</b>  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 EC 1702/2003, 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].	
<b>Type Approval Holder's Name :</b>  AIRBUS	<b>Type/Model designation(s) :</b>  A318, A319, A320 and A321 aeroplanes
TCDS Number : EASA.A.064	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 35</b>	<b>Oxygen – Chemical Emergency Oxygen Containers – Modification</b>
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, A320-111, 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 has been 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>For the reasons described above, this AD requires modification of the affected oxygen container assemblies. This AD also prohibits the installation of the affected (unmodified) containers on any aeroplane as replacement parts.</p>
Effective Date:	17 April 2012

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

Required as indicated, unless accomplished previously:

- (1) Before the accumulation of 5 000 flight cycles, or 7 500 flight hours, or 24 months, whichever occurs first after the effective date of this AD, 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 serial number (s/n) as listed in Table 2 of this AD, 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.

Table 1

Type 1 - (22 min) passenger emergency oxygen container assemblies

Part Number (P/N) (xxxx stands for any alphanumeric value)
13C22Lxxxxx0100
13C22Rxxxxx0100
14C22Lxxxxx0100
14C22Rxxxxx0100

Table 2 – Affected serial numbers

from ARBC-0182 to ARBC-9999 inclusive  
from ARBD-0000 to ARBD-9999 inclusive  
from ARBE-0000 to ARBE-9999 inclusive  
from BEBF-0000 to BEBF-9999 inclusive  
from BEBH-0000 to BEBH-9999 inclusive  
from BEBK-0000 to BEBK-9999 inclusive  
from BEBL-0000 to BEBL-9999 inclusive  
from BEBM-0000 to BEBM-0454 inclusive

Note: The passenger emergency oxygen container assemblies listed in Table 1 of this AD are B/E Aerospace products with the mark "B/E AEROSPACE" on the identification plate.

- (2) An oxygen container with a P/N as listed in Table 1 and with a s/n as listed in Table 2 of this AD, 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.
- (3) Aeroplanes on which Airbus modification 150704 has **not** been embodied in production do 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 of this AD has been installed since the entry into service of the aeroplane.
- (4) Aeroplanes on which Airbus modification 150704 has been embodied in production and which are not listed by Model and MSN in Airbus SB A320-35-1049, Airbus SB A320-35-1053, Airbus SB A320-35-1054, Airbus SB A320-35-1055, Airbus SB A320-35-1056, Airbus SB A320-35-1057 and Airbus SB A320-35-1058, do 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 of this AD has been installed since the aeroplane first flight.

	<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 of this AD, 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>
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.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 23 February 2012 as PAD 12-017 for consultation until 22 March 2012. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</li> </ol>