


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 12-018 Date: 23 February 2012 Note: This Proposed Airworthiness Directive (PAD) 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.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Type Approval Holder's Name : AIRBUS		Type/Model designation(s) : A318, A319, A320 and A321 aeroplanes
TCDS Number: EASA.A.064		
Foreign AD: Not applicable		
Supersedure: This AD supersedes EASA AD 2011-0167 dated 06 September 2011.		
ATA 35	Oxygen – Chemical Emergency Oxygen Containers – Identification / 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, A320-111, 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>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.</p> <p>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.</p> <p>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.</p> <p>Since that AD was issued, it was established that the Models A318-121 and A318-122 were missing from the Applicability of the AD, and clarification was necessary regarding the affected containers, which are only those marked</p>	

	<p>B/E Aerospace Systems on the equipment data plate.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2011-0167, which is superseded, expands the Applicability by adding two aeroplane models, and provides clarity by providing a list of affected passenger oxygen containers.</p>																													
Effective Date:	[TBD: 14 days after final AD issue date]																													
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before the accumulation of 5 000 flight cycles, or 7 500 flight hours, or 24 months, whichever occurs first after 20 September 2011 [the effective date of EASA AD 2011-0167], identify the Part Number (P/N) and serial number (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.</p> <p>(2) If the P/N and s/n of a container, identified as required by paragraph (1) of this AD, are listed, respectively, in Table 1 (P/N) and Table 2 (s/n) of this AD, accomplish the following actions concurrently, within the compliance time as specified in paragraph (1) of this AD, in accordance with the instructions of Airbus Service Bulletin (SB) A320-35A1047:</p> <p>(2.1) Replace the oxygen generator manifold of the affected oxygen container with a serviceable manifold,</p> <p>(2.2) Perform an operational check of the manual mask release, and</p> <p>(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.</p> <p style="text-align: center;">Table 1 – Affected Part Numbers (xxxx stands for any alphanumerical value)</p> <table border="1" style="width: 100%;"> <thead> <tr> <th>Type I: 15 and 22 minutes</th><th>Type II: 15 and 22 minutes</th></tr> </thead> <tbody> <tr><td>12C15Lxxxxx0100</td><td>22C15Lxxxxx0100</td></tr> <tr><td>12C15Rxxxxx0100</td><td>22C15Rxxxxx0100</td></tr> <tr><td>13C15Lxxxxx0100</td><td>22C22Lxxxxx0100</td></tr> <tr><td>13C15Rxxxxx0100</td><td>22C22Rxxxxx0100</td></tr> <tr><td>14C15Lxxxxx0100</td><td></td></tr> <tr><td>14C15Rxxxxx0100</td><td></td></tr> <tr><td>12C22Lxxxxx0100</td><td></td></tr> <tr><td>12C22Rxxxxx0100</td><td></td></tr> <tr><td>13C22Lxxxxx0100</td><td></td></tr> <tr><td>13C22Rxxxxx0100</td><td></td></tr> <tr><td>14C22Lxxxxx0100</td><td></td></tr> <tr><td>14C22Rxxxxx0100</td><td></td></tr> </tbody> </table> <p>Note: The passenger emergency oxygen container assemblies listed in Table 1 are B/E Aerospace products with the mark "B/E AEROSPACE" on the identification plate.</p> <p style="text-align: center;">Table 2 – Affected serial numbers</p> <table border="1" style="width: 100%;"> <tbody> <tr><td>ARBA-0000 to ARBA-9999 inclusive</td></tr> <tr><td>ARBB-0000 to ARBB-9999 inclusive</td></tr> <tr><td>ARBC-0000 to ARBC-9999 inclusive</td></tr> </tbody> </table>	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		ARBA-0000 to ARBA-9999 inclusive	ARBB-0000 to ARBB-9999 inclusive	ARBC-0000 to ARBC-9999 inclusive
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	<p>(3) Oxygen containers Type I with a P/N listed in Table 1 of this AD and with a s/n listed in Table 2 of this AD 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 1 of this AD and with a s/n listed in Table 2 of this AD that have been modified in accordance with the instructions of B/E Aerospace SB 22CXX-0100-35-003, are compliant with the requirements of the paragraph (2) of this AD.</p> <p>(4) Aeroplanes on which Airbus modification 150703 or Airbus modification 150704 have not been embodied in production do not have to comply with the requirements of paragraph (2) of this AD, unless an oxygen container with a P/N listed in Table 1 of this AD and with a s/n listed in Table 2 of this AD has been installed since the aeroplane first flight.</p> <p>(5) Aeroplanes on which Airbus modification 150703 or Airbus modification 150704 has been embodied in production and which are not listed by Model and MSN in Airbus SB A320-35A1047, do 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 1 and with a SN listed in table 2 of this AD has been installed since the aeroplane first flight.</p> <p>(6) A319 aeroplanes that are equipped with a Gaseous Oxygen System for Passengers, installed in production with Airbus modification 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.</p> <p>(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, as required by paragraph (2) of this AD, as applicable, except as specified in the paragraph (8) of this AD.</p> <p>(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 the paragraph (2) of this AD for that passenger oxygen container.</p> <p>(9) From 20 September 2011 [the effective date of EASA AD 2011-0167], do not install on any aeroplane an oxygen container with a P/N listed in Table1 of this AD and with a s/n listed in Table 2 of this AD, 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.</p>	
Ref. Publications:	<p>Airbus SB A320-35A1047 original issue dated 29 March 2011.</p> <p>B/E Aerospace SB 1XCXX-0100-35-005 original issue dated 14 March 2011 or Revision 01 dated 15 December 2011.</p> <p>B/E Aerospace SB 22CXX-0100-35-003 original issue dated 17 March 2011 or Revision 01 dated 20 December 2011.</p> <p>The use of later approved revisions of these documents is acceptable for</p>	

	compliance with the requirements of this AD.
Remarks :	<ol style="list-style-type: none">1. This Proposed AD will be closed for consultation on 22 March 2012.2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail : ADs@easa.europa.eu.3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.