



## Airworthiness Directive

**AD No.:** 2018-0060R1

**Issued:** 19 July 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS

### Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

**Effective Date:** Revision 1: 26 July 2018  
Original issue: 03 April 2018

**TCDS Number(s):** EASA.A.064

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2018-0060, dated 20 March 2018, which superseded EASA AD 2017-0150 dated 16 August 2017.

## ATA 35 – Oxygen – Crew Oxygen / Oxygen Pipe Corrosion – Inspection

### 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), and

A320-251N, A320-271N and A321-271N aeroplanes, MSN 6101, 6286, 6419, 6642 and 6673.

### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** A crew oxygen pipe assembly having Part Number (P/N) D3511032000640 and belonging to batch number 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410 or 40911832.



**Serviceable part:** A crew oxygen pipe assembly having P/N D3511032000640 and belonging to any batch number other than 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832.

**Groups:** Group 1 aeroplanes are MSN listed in Appendix 1 of this AD. Group 2 aeroplanes are MSN 4800 to 5255 inclusive, excluding MSN listed in Group 1. Group 3 aeroplanes are MSN 6101, 6286, 6419, 6642 and 6673. Group 4 aeroplanes are MSN not listed in Group 1, 2, or 3.

**The SB:** Airbus Service Bulletin (SB) A320-35-1069 Revision 02.

**Reason:**

Some oxygen pipe assemblies were found corroded during manufacturing at supplier level. The affected pipe assembly was installed at the end of the right hand (RH) crew distribution line, just upstream of the First Officer and RH Observer oxygen mask boxes.

The investigation showed that the affected pipes had been heat treated just 4 weeks before the summer factory closure and were only cleaned after re-opening of the factory. During this interruption, corrosion developed in these pipes.

This condition, if not detected and corrected, could lead to blocked or reduced oxygen supply to a flight crew member in case of decompression or smoke/fire in the cockpit. In addition, the presence of particles in oxygen lines, under certain conditions, increases the risk of fire in the cockpit.

The parts manufacturer identified the batch numbers of the potentially affected pipes that were manufactured in a specific period in 2011. Based on that information, Airbus identified the aeroplanes on which those pipes were installed on the production line and issued SB A320-35-1069, containing instructions to remove the affected pipes from service.

Consequently, EASA issued AD 2013-0278 to require the identification and replacement of the affected oxygen pipes. That AD also prohibited installation of any affected pipe on other aeroplanes.

After EASA AD 2013-0278 was issued, further investigation determined that affected oxygen pipes may have been installed on more aeroplanes than initially identified. Consequently, Airbus revised SB A320-35-1069 and EASA issued AD 2017-0150, retaining the requirements of EASA AD 2013-0278, which was superseded, and requiring the same actions on these additional aeroplanes.

After EASA AD 2017-0150 was issued, it was determined that five A320 and A321 NEO aeroplanes had been delivered with a configuration which potentially allows the installation of an affected oxygen pipe.

Consequently, EASA issued AD 2018-0060, retaining the requirements of EASA AD 2017-0150, which was superseded, expanding the Applicability to include the five A320 and A321 NEO aeroplanes, and correcting the Table in Appendix 1 by removing MSN 5091 which belongs to Group 2.

Since that AD was issued, several operator requests were received to clarify the required actions for Group 3 and Group 4 aeroplanes. It was determined that, as per Airbus configuration control, the



affected parts have been identified as being potentially installed in production only on Group 1 and Group 2 aeroplanes. However, it is possible that those parts migrated to other aeroplanes during maintenance; for that reason, Group 3 and 4 aeroplanes need to be considered. This AD is revised accordingly.

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

Required as indicated, unless accomplished previously:

#### Identification / Replacement:

(1) Within the compliance time specified in Table 1 of this AD, as applicable, accomplish the following actions, in accordance with the instructions of the SB.

(1.1) Inspect the crew oxygen pipe P/N D3511032000640 to identify the batch number.

(1.2) If the batch number of the oxygen pipe is 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832, replace the oxygen pipe with a serviceable part.

Table 1 – Oxygen Pipe Identification / Replacement

Aeroplane MSN	Compliance Time
Group 1	Within 7 500 flight hours (FH) or 26 months, whichever occurs first after 10 December 2013 [the effective date of EASA AD 2013-0278]
Group 2	Within 7 500 FH or 26 months, whichever occurs first after 30 August 2017 [the effective date of EASA AD 2017-0150]
Group 3	Within 7 500 FH or 26 months, whichever occurs first after 03 April 2018 [the effective date of the original issue of this AD]
Group 4	Within 7 500 FH or 26 months, whichever occurs first after 03 April 2018 [the effective date of the original issue of this AD]

A review of the maintenance records of an aeroplane is acceptable in lieu of the inspection required by paragraph (1.1) of this AD for that aeroplane, provided those records can be relied upon for that purpose and that, following that review, it can be determined that no affected parts are installed on that aeroplane (see Note 1 of this AD).

Note 1: No affected parts have been installed during manufacturing on Group 3 and Group 4 aeroplanes. Affected parts may have been installed on Group 3 and Group 4 aeroplanes only in service, after 30 June 2011.

#### Parts Installation:

(2) Do not install an affected part on any aeroplane, as required by paragraph (2.1) or (2.2) of this AD, as applicable:

(2.1) For aeroplanes that are not part of Group 3: From 10 December 2013 [the effective date of EASA AD 2013-0278].



(2.2) For Group 3 aeroplanes: From 03 April 2018 [the effective date of the original issue of this AD].

### Credit

(3) Inspections and corrective actions, accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the SB at original issue or Revision 01, are acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

### Ref. Publications:

Airbus SB A320-35-1069 original issue dated 26 April 2013, or Revision 01 dated 24 March 2014, or Revision 02 dated 26 October 2016, or Revision 03 dated 08 December 2017.

The use of later approved revisions of the above-mentioned document 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. The original issue of this AD was posted on 07 February 2018 as PAD 18-017 for consultation until 07 March 2018. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD. Revision 1 of this AD was posted on 13 June 2018 as PAD 18-081 for consultation until 11 July 2018. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. 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](mailto:account.airworth-eas@airbus.com).



Annex 1 – Group 1 aeroplanes  
(addressed through EASA AD 2013-0278)

Aeroplane MSN													
4987	5041	5053	5060	5069	5077	5085	5093	5103	5111	5118	5126	5134	5144
4997	5042	5054	5062	5070	5078	5086	5094	5104	5112	5119	5127	5135	5146
5013	5045	5055	5063	5072	5079	5087	5095	5105	5113	5120	5128	5136	5148
5014	5047	5056	5064	5073	5080	5088	5096	5106	5114	5122	5129	5137	
5022	5049	5057	5065	5074	5081	5089	5099	5107	5115	5123	5130	5138	
5032	5050	5058	5067	5075	5083	5090	5101	5108	5116	5124	5132	5140	
5039	5052	5059	5068	5076	5084	5092	5102	5109	5117	5125	5133	5143	

