


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0045 [Correction: 04 March 2014]</p> <p>Date: 25 February 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>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A319 aeroplanes</p>	
TCDS Number:	EASA.A.064	
Foreign AD:	Not Applicable	
Supersedure:	This AD supersedes EASA AD 2013-0153 dated 18 July 2013.	
ATA 35	Oxygen – Passenger Gaseous Oxygen System – Modification	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A319-115 and A319-133 aeroplanes, all manufacturer serial numbers, having received in production Airbus modification (mod) 33125 (installation of Gaseous Oxygen System for passengers), except those on which Airbus mod 153555 and mod 155860 have been embodied in production.	
Reason:	<p>Following an ECAM warning “CARGO SMOKE” during flight, the flight crew elected to divert and the aeroplane made an uneventful landing. The post-flight inspection evidenced a heavy fire in the vicinity of the Gaseous Oxygen System (GOS) for passengers, located close to the cargo area. The origin of the fire has not been clearly identified. After more investigation, Airbus determined that the current optional passenger GOS design, specific to A319 aeroplanes, is not robust enough to prevent further events of this kind.</p> <p>This condition, if not detected and corrected, could lead to an uncontrolled fire, possibly resulting in loss of the aeroplane.</p> <p>To address this potential unsafe condition, Airbus developed mod 153555 to improve the (optional) A319 GOS for passengers and published Service Bulletin (SB) A320-35-1062 to provide that modification for in-service application.</p> <p>Consequently, EASA issued AD 2013-0153 to require modification of the passenger GOS installation.</p> <p>Since that AD was issued, a mistake was identified in Airbus SB A320-35-1062 concerning the pressure relief valve installation and the SB has been corrected</p>	

	<p>and revised accordingly with mod 155860.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2013-0153, which is superseded, but requires those actions to be done in accordance with the instructions of Airbus SB 35-1062 Revision 01.</p> <p>This AD has been republished to correct an error that referenced the wrong effective date for EASA AD 2013-0153.</p>
Effective Date:	11 March 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 24 months after 01 August 2013 [the effective date of EASA AD 2013-0153], modify the passenger GOS in accordance with the instructions of Airbus SB A320-35-1062 Revision 01.</p> <p>(2) For aeroplanes that, on the effective date of this AD, have already been modified in accordance with the instructions of Airbus SB A320-35-1062 at original issue, within 24 months after 01 August 2013 [the effective date of EASA AD 2013-0153], accomplish the 'additional work' actions as identified in, and in accordance with the instructions of, Airbus SB A320-35-1062 Revision 01.</p> <p>(3) Prior to, or concurrent with, modification of an aeroplane as required by paragraph (1) or paragraph (2) of this AD, as applicable, modify the aeroplane in accordance with the instructions of Airbus SB A320-35-1030 and Airbus SB A320-35-1036.</p>
Ref. Publications:	<p>Airbus SB A320-35-1062 original issue dated 01 February 2013, or Revision 01 dated 17 December 2013.</p> <p>Airbus SB A320-35-1030 original issue dated 03 April 2006.</p> <p>Airbus SB A320-35-1036 original issue dated 14 June 2007.</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 22 January 2014 as PAD 14-017 for consultation until 19 February 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.