


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0256</b></p> <p><b>Date: 26 November 2014</b></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><b>Design Approval Holder's Name:</b> AIRBUS</p>	<p><b>Type/Model designation(s):</b> A320 and A321 aeroplanes</p>
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 25</b>	<b>Equipment / Furnishings – Passenger Service Unit Jiffy Joint Connectors – Inspection</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	A320-214, A320-216, A320-232, A320-233, A321-211 and A321-231 aeroplanes, manufacturer serial numbers 5583, 5598, 5602, 5604, 5608, 5610, 5613 to 5622 inclusive, 5624 to 5627 inclusive, 5629 to 5632 inclusive, 5634 to 5636 inclusive, 5638, 5640 to 5644 inclusive, 5646 to 5649 inclusive, 5651 to 5653 inclusive, 5655, 5657 to 5661 inclusive, 5663, 5665, 5667, 5670, 5672, 5673 and 5675.
Reason:	<p>A quality issue was reported regarding incorrect installation of jiffy joint connectors on cables connected to certain Passenger Service Units (PSU), which may lead to a malfunction of the passenger oxygen container in case of connector disengagement during flight due to vibrations. All the aeroplanes that had a potentially affected PSU installed were identified. Most of those aeroplanes were corrected during a specific quality inspection on the final assembly line, prior to customer delivery. Unfortunately, a limited number of aeroplanes were delivered before the quality inspection was implemented.</p> <p>This condition, if not detected and corrected, could lead to failure of the door of the passenger oxygen container to open in case of aeroplane decompression, possibly resulting in lack of oxygen supply and consequent injury to occupants.</p> <p>For the reasons described above, this AD requires identification of the affected PSU and, depending on findings, rework of the jiffy joint connectors.</p>
Effective Date:	10 December 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within 7 500 flight hours or 26 months, whichever occurs first after the effective date of this AD, inspect the PSU installed on each aeroplane to identify the PSU Part Number (P/N) and serial number (s/n) and, depending on findings, accomplish the applicable corrective actions in accordance with the instructions of Airbus Service Bulletin (SB) A320-25-1B20.</p> <p>A review of maintenance records is acceptable to identify the installed PSU P/N and s/n, in lieu of the inspection as required by this AD, provided those records can be relied upon for that purpose, and the P/N and s/n of the installed PSU can be conclusively identified from that review.</p> <p>The affected PSU are identified by P/N and s/n in the Appendix (Table 4) of Airbus Operations GmbH Vendor SB (VSB) Z315H-25-004.</p>
<p>Ref. Publications:</p>	<p>Airbus SB A320-25-1B20, original issue dated 09 October 2014.</p> <p>Airbus Operations GmbH VSB Z315H-25-004, original issue dated 26 September 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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 October 2014 as PAD 14-154 for consultation until 20 November 2014. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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>