European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2020-0104R1

Issued: 28 January 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date:	Revision 01: 04 February 2021
	Original issue: 21 May 2020
TCDS Number(s):	EASA.A.064
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2020-0104 dated 07 May 2020.

ATA 35 – Oxygen – Oxygen Supply Solenoid Valve – Inspection / Replacement

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, A320-216, 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.

Definitions:

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

The SB: Airbus Service Bulletin (SB) A320-35-1096.

Affected part: Solenoid valves (SV), having Part Number (P/N) DVE90-06 or P/N DVE90-07, and having a year of manufacture up to 2016 inclusive, or for which the manufacturing year cannot be identified; except those that have been overhauled after 2016 in accordance with the instructions of the applicable Component Maintenance Manual; except those that passed an inspection in accordance with the instructions of Zodiac Aerospace Services SB DVE90-35-348 Revision 01 or

Revision 02; and except those that passed a flow test (no defects found) in accordance with the instructions of the SB.

Serviceable part: An SV which is not an affected part.

Oxygen masks: Captain, first officer and third occupant cockpit crew oxygen masks.

Airplane date of manufacture: The date of transfer of title (ownership) at the time of first delivery to an operator, which is referenced in Airbus documentation.

Groups: Group 1 aeroplanes are those that have an affected part installed; Group 2 aeroplanes are those that are not Group 1. No affected parts have been installed in production on aeroplanes having date of manufacture on 01 January 2018 or later.

Reason:

Investigations conducted by the SV manufacturer revealed that affected parts, intended for installation on the crew oxygen system to shut off the oxygen supply, can be a potential source of increased flow resistance within the crew oxygen system.

This condition, if not detected and corrected, could lead to a reduced flow of oxygen supply to cockpit crew oxygen masks, which, in combination with in-flight depressurization, smoke in cockpit or smoke evacuation procedure, may lead to cockpit crew hypoxia and loss of useful consciousness, possibly resulting in loss of control of the aeroplane.

To address this potential unsafe condition, Airbus issued the SB to provide inspection instructions, and EASA issued the original issue of this AD to require a one-time special detailed inspection (SDI) of each affected part and, depending on findings, replacement with a serviceable part.

Since that AD was issued, it has been determined that SV, inspected in accordance with certain instructions published by the SV manufacturer, are not affected parts. This AD is revised accordingly.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) For Group 1 aeroplanes: Within the compliance time as defined in Table 1 of this AD, accomplish an SDI (flow test) of the affected part using the oxygen masks, as defined in this AD, in accordance with the instructions of the SB.

Table 1 – SV / Cockpit Crew Oxygen Mask SDI

SV year of manufacture, or year of last overhaul	**Compliance Time** (After 21 May 2020 [the effective date of the original issue of this AD])
Before 2003, or SV year of manufacture is unknown	Within 6 months
From 2003 to 2007 inclusive	Within 9 months
From 2008 to 2011 inclusive	Within 12 months
From 2012 to 2016 inclusive	Within 24 months

Corrective Action(s):

(2) If, during the SDI as required by paragraph (1) of this AD, an affected part fails the flow test, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

(3) For Group 1 and Group 2 aeroplanes: From 21 May 2020 [the effective date of the original issue of this AD], installation on an aeroplane of an affected part is allowed, provided that before next flight after installation, it passes a flow test (no defects found) in accordance with the instructions of the SB.

Ref. Publications:

Airbus SB A320-35-1096 original issue dated 18 September 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Zodiac Aerospace Services SB DVE90-35-348 Revision 1 dated 04 October 2019 and Revision 02 dated 08 January 2020.

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 17 January 2020 as PAD 20-009 for consultation until 14 February 2020. The Comment Response Documents can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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. This may include reporting on the same or similar components, other than

those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: account.airworth-eas@airbus.com.