

|  <b>適航指令發布單</b><br><b>Airworthiness Directive Issuance Form</b>  |  |
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| 民航局 AD 編號<br>AD number  | CAA-2015-06-008 修訂<br>發布日期<br>Date issued<br>2016/1/14   |
| 適用之航空產品<br>Applied to (models, serial numbers or part numbers, as applicable)   | Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), except those that have a gaseous system installed for all oxygen containers and Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN, except those that have a gaseous system installed for all oxygen containers. |
| 主旨摘要  | Oxygen - Chemical Oxygen Generators - Replacement  |
| 民航局<br>CAA<br><input type="checkbox"/> 本國產品<br>Native products<br><input type="checkbox"/> 其他個案<br>Other  | 設計國民航主管機構<br>Original Authorities<br><input type="checkbox"/> FAA<br><input checked="" type="checkbox"/> EASA<br><input type="checkbox"/> Brazil<br><input type="checkbox"/> Transport Canada Civil Aviation<br><input type="checkbox"/> DGAC<br><input type="checkbox"/> Germany LBA<br><input type="checkbox"/> CAA-NL<br><input type="checkbox"/> UK CAA<br><input type="checkbox"/> Japan CAB<br><input type="checkbox"/> CAA of Israel<br><input type="checkbox"/> Other _____  |
|   | 設計國 AD 編號<br>Original AD number<br>2015-0119Correction   |
|   | 1. 直接採用原 AD 之內容?(Is the original AD directly adopted?)<br><input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _<br>a. 生效日期另訂為(Re-specify the effective date as) : _____<br>b. 執行時限另訂為(Re-specify the compliance time or period as) : _____<br>2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?)<br><input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)  |
| 備註<br>Note  | ATA 35. This AD supersedes EASA AD 2014-0277(CAA-2014-12-013) dated 19 December 2014. Ref. Publications: Airbus AOT A35L007-14 original issue dated 18 December 2014, or Revision 01 dated 17 June 2015. B/E Aerospace SB 117042-35-001 original issue dated 10 December 2014.   |
| 註： 1. AD 內容後附。<br>2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。<br>3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6331~3, Fax：(02)2545-8464, e-mail：<br><a href="mailto:adcaa@mail.caa.gov.tw">adcaa@mail.caa.gov.tw</a> |  |

收文者: 中華航空公司、長榮航空公司、復興航空運輸股份有限公司

Note : 1. The AD text is enclosed.  
2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.  
3. For further information, please contact Civil Aeronautics Administration on Tel : (02)2349-6331~3, Fax : (02)2545-8464, e-mail : [adcaa@mail.caa.gov.tw](mailto:adcaa@mail.caa.gov.tw)

CAA Form ACS-P08-02

第一頁/共一頁



## Airworthiness Directive

**AD No.:** 2015-0119

**[correction 12 January 2016]**

**Issued:** 24 June 2015

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):

A330 and A340 aeroplanes

**Effective Date:** 08 July 2015

**TCDS Number(s):** EASA.A.004, EASA.A.015

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2014-0277 dated 19 December 2014.

## ATA 35 – Oxygen – Chemical Oxygen Generators – Replacement

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### Manufacturer(s):

Airbus (formerly Airbus Industrie)

### Applicability:

Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), except those that have a gaseous system installed for all oxygen containers

and

Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN, except those that have a gaseous system installed for all oxygen containers.



**Reason:**

Reports have been received indicating premature ageing of certain chemical oxygen generators, Part Number (P/N) 117042-XX (XX representing any numerical value), manufactured by B/E Aerospace. Some operators reported that when they tried to activate generators, some older units failed to activate. Given the number of failed units reported, all generators manufactured in 1999, 2000 and 2001 were considered unreliable.

This condition, if not corrected, could lead to failure of the generator to activate and consequently not deliver oxygen during an emergency, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A35L007-14, making reference to B/E Aerospace Service Information Letter (SIL) D1019-01 (currently at Revision 1) and B/E Aerospace Service Bulletin (SB) 117042-35-001. Consequently, EASA issued AD 2014-0277 to require identification and replacement of the affected oxygen generators.

Since EASA AD 2014-0277 was issued, and following new investigation results, EASA have decided to introduce a life limitation concerning all P/N 117042-XX chemical oxygen generators, manufactured by B/E Aerospace.

For the reason described above, this AD retains the requirements of EASA AD 2014-0277, which is superseded, expands the scope of the AD to include chemical oxygen generators manufactured after 2001, and requires their removal from service before exceeding 10 years since date of manufacture.

This AD was republished to correct a typographical error in the applicability.

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

Required as indicated, unless accomplished previously:

**Partial restatement of the requirements of EASA AD 2014-0277:**

- (1) Within 30 days after 24 December 2014 [the effective date of EASA AD 2014-0277], identify the date of manufacture (see Appendix 1 of this AD where this is located) of each oxygen generator, having a P/N as listed in Table 1 of this AD, in accordance with the instructions of Airbus AOT A35L007-14.

A review of aeroplane maintenance records is acceptable to make this identification, provided those records can be relied upon for the purpose of this requirement.

- (2) Within the compliance time specified in Table 1 of this AD, as applicable, remove and replace each affected oxygen generator from service in accordance with the instructions of Airbus AOT A35L007-14 (for 15 and 22 min generators), or in accordance with the instructions of B/E Aerospace SB 117042-35-001 (for 15 min generators).

B/E Aerospace SIL D1019-01 Revision 1 provides instructions for the activation and the disposal of a removed oxygen generator. Airbus AOT A35L007-14 (Appendix 1) includes instructions for reporting the results of the activation (including no findings) of removed units.



Table 1 – Replacement of pre-2002 Passenger Oxygen Generators

| P/N (type)   | Compliance Time   |
|--|---|
| 117042-02 (15 min - 2 masks)<br>117042-03 (15 min - 3 masks)<br>117042-04 (15 min - 4 masks)<br>117042-22 (22 min - 2 masks)<br>117042-23 (22 min - 3 masks)<br>117042-24 (22 min - 4 masks) | For units manufactured in 1999, before exceeding 180 months since date of manufacture, or within 30 days after 24 December 2014 [the effective date of EASA AD 2014-0277], whichever occurs later   |
|  | For units manufactured in 2000, before exceeding 174 months since date of manufacture, or within 6 months after 24 December 2014 [the effective date of EASA AD 2014-0277], whichever occurs later  |
|  | For units manufactured in 2001, before exceeding 168 months since date of manufacture, or within 12 months after 24 December 2014 [the effective date of EASA AD 2014-0277], whichever occurs later |

**New requirements of this AD:**

- (3) Within the compliance time as specified in Table 2 of this AD, as applicable, and, for generators with a manufacturing date 2009 or later, before exceeding 10 years since date of manufacture of the oxygen generator, whichever occurs later, as applicable, remove from service each oxygen generator manufactured by B/E Aerospace and having a P/N 117042-XX, and replace it with a serviceable unit (see Note) in accordance with the instructions of Airbus AOT A35L007-14 (for 15 and 22 min generators), or the instructions of B/E Aerospace SB 117042-35-001 (for 15 min generators).

Note: For the purpose of this AD, a serviceable unit is an oxygen generator having P/N 117042-XX with a manufacturing date not older than 10 years, or any other approved P/N, provided that the generator has not exceeded the limit established for that generator by the manufacturer.

Table 2 - Replacement of 2002-2008 Oxygen Generators

| Year of manufacture | Compliance Time<br>(after the effective date of this AD) |
|---------------------|--|
| 2002                | Within 12 months   |
| 2003                | Within 16 months   |
| 2004                | Within 20 months   |
| 2005                | Within 24 months   |
| 2006                | Within 28 months   |
| 2007                | Within 32 months   |
| 2008                | Within 36 months   |



- (4) From the effective date of this AD, it is allowed to install on any aeroplane an oxygen generator, provided it is determined, prior to installation, that the oxygen generator is a serviceable unit (see Note).

**Ref. Publications:**

Airbus AOT A35L007-14 original issue dated 18 December 2014, or Revision 01 dated 17 June 2015.

B/E Aerospace SB 117042-35-001 original issue dated 10 December 2014.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

B/E Aerospace SIL D1019-01 Revision 1 dated 03 January 2000, provides instructions for the activation and the disposal of a removed generator.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 22 May 2015 as PAD 15-065 for consultation until 19 June 2015. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
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. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL, E-mail: [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com).



Appendix 1 – Passenger Oxygen Generator Date of Manufacture

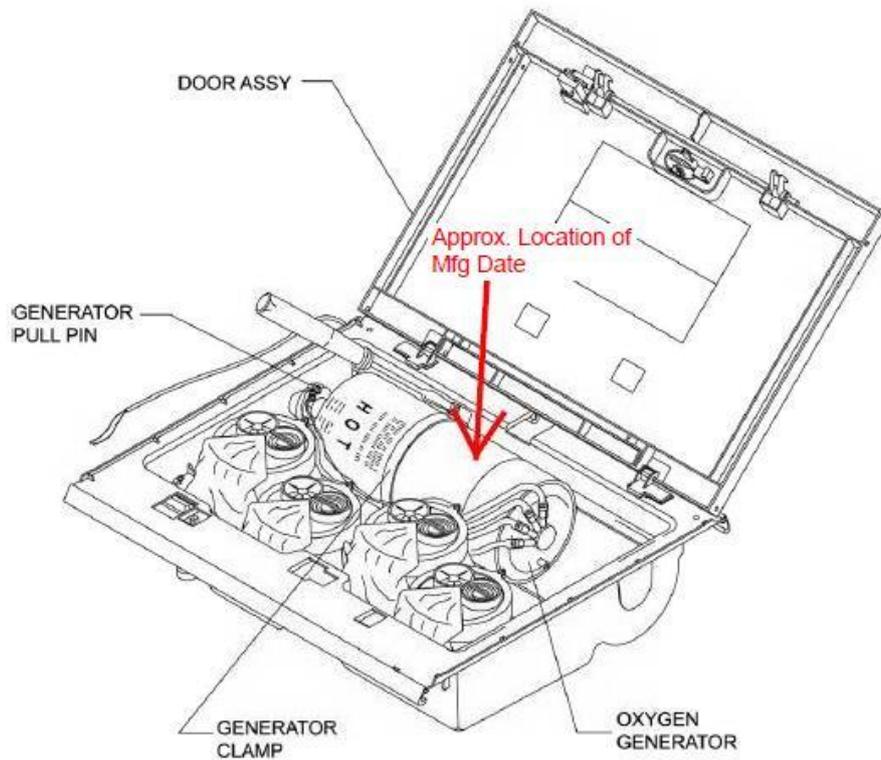


Figure 1 – Location of date (MM-YY)



Figure 2 – MFG.DATE (05-02 = May 2002) example