



REPUBLIC OF ALBANIA



ALBANIAN CIVIL AVIATION AUTHORITY

AIRWORTHINESS DIRECTIVE

ACAA-DFS-AD-No.022

Issue: 01, Revision 00

Date: 08.11.2024

Approved by:

Maksim Et'hemaj

Executive Director of Albanian Civil Aviation Authority



0.1 Record of Amendments

The table below describes the dates and reason for the different amendments of the current procedure. A vertical black line on the left-hand side of the page identify the changes with the previous version.

Issue No.	Revision No.	Date	Amended by	Reason
01	00	08.11.2024	SAW	Initial Issue

0.2 Revision table

Page #.	Issue No.	Revision No.	Date	Edited by

1. Name of the AD:

EASA AD No. 2024-0198, ATA 35 – Oxygen – Chemical Oxygen Generators – Replacement

2. Full Description of the AD:

This Airworthiness Directive (AD) addresses the issue of chemical oxygen generators that have been reported to fail during both service and maintenance. The failure stems from the poor reactivity of the start powder used inside the oxygen generators, which can lead to a reduction in available oxygen for the aircraft occupants. This unsafe condition could result in injury to the passengers or crew.

The AD was initially issued to replace these oxygen generators on affected aircraft models. The AD also prohibits the installation of these parts in service. It supersedes the previous AD (2023-0209) to include the newly certified A321-253NY aircraft model. This directive applies to Airbus aircraft models ranging from A310, A300, A318, A319, A320, A321, A330, and A340 series.

Key actions involve replacing the affected oxygen generators with serviceable parts in line with Airbus Alert Operator Transmissions (AOT) and Collins Aerospace Service Bulletin instructions. The AD also regulates the future installation of these parts to ensure continued airworthiness.

3. Issued and Effective Dates:

▣ Issued: 18 October 2024

▣ Effective Date: 01 November 2024

Revision:

4. Full List of Aircraft Affected:

A310-203, A310-221, A310-222, A310-204, A310-203C, A310-322, A310-304, A310-324, A310-308, A310-325, A300 B4-620, A300 B4-601, A300 B4-603, A300 B4-622, A300 C4-620, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R and A300 C4-605R variant F aeroplanes; and Airbus A300 F4-608ST aeroplanes; and A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A319-171N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX, A321-253NY, A321-271N, A321-271NX, A321-272N and A321-272NX aeroplanes; and 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, A330-343, A330-743L, A330-841 and A330-941 aeroplanes; and A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers

Affected part: Any chemical oxygen generator having a Part Number (P/N) E63320-00, P/N E63340-

00 or P/N E63440-00 and a serial number (s/n) BEBJ-F002-XXX, BEBJ-F007-XXX, BEBJ-F008-XXX or BEBJ-F011-XXX (where 'XXX' represents any numerical sequence and is the specific number of this generator).

Note 1: The affected parts are known to have been initially installed on 15 minutes or 22 minutes oxygen containers having a P/N and s/n as listed in section 1.A. "Effectivity" of the SB.

Serviceable part: Any oxygen generator, eligible for installation in accordance with Airbus instructions, which is not an affected part.

The SB: Collins Aerospace Service Bulletin (SB) XXCXX-35-001.

The AOT: Alert Operator Transmission (AOT) A35W022-23 (for A300-600, A300-600ST and A310 aeroplanes), AOT A35N020-23 (for A318, A319, A320 and A321 aeroplanes) and AOT A35L021-23 (for A330 and A340 aeroplanes), as applicable.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first 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 do not have an affected part installed.

Note 2: An aeroplane that has a date of manufacture after the effective date of this AD is considered to be a Group 2 aeroplane, provided that no affected part has been installed on that aeroplane since the aeroplane date of manufacture.

Reason:

Occurrences were reported of chemical oxygen generators failing to activate in service and during maintenance activities. Subsequent investigations identified poor reactivity of the start powder used inside the oxygen generator.

This condition, if not corrected, could lead to a reduction of the available oxygen capacity of the aeroplane, possibly resulting in injury to aeroplane occupants.

To address this potential unsafe condition, Collins Aerospace identified the oxygen containers equipped with one or more affected generators and published the SB providing a list of known containers equipped with affected parts. Airbus issued the AOT, referencing the SB, to provide replacement instructions of the affected parts and instructions to return the affected parts removed from aircraft or from stock to Collins Aerospace for investigation. Consequently, EASA issued AD

2023-0209 to require replacement of affected parts. That AD also regulated the installation of affected parts.

Since that AD was issued, a new aeroplane model (A321-253NY) has been certified, on which affected parts could be installed in service. On the issue date of this AD, no A321-253NY aeroplanes have been delivered yet to operators.

For the reason described above, this AD supersedes EASA AD 2023-0209, and extends the Applicability to the A321-253NY aeroplanes to prohibit installation of affected parts on those aeroplanes in service.

For aeroplanes previously affected by EASA AD 2023-0209, this AD retains the requirements of that AD, with no additional actions.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Replacement:

- (2) For Group 1 aeroplanes: Within 2 months after 06 December 2023 [the effective date of EASA AD 2023-0209], replace each affected part with a serviceable part in accordance with the instructions of the AOT.
- (3) Replacing each oxygen container of an aeroplane having an affected part installed with an oxygen container not having an affected part installed is an acceptable method to comply with the requirement of paragraph (1) of this AD for that aeroplane.

Part(s) Installation:

- (4) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane (see Note 3).

Note 3: For the purpose of this AD, installation on an aeroplane of an oxygen container having an affected part installed constitutes installation of an affected part on that aeroplane.

Ref. Publications:

Airbus AOT A35W022-23 initial issue dated 10 October 2023.

Airbus AOT A35N020-23 initial issue dated 10 October 2023.

Airbus AOT A35L021-23 initial issue dated 10 October 2023.

Collins Aerospace SB XXCXX-35-001 initial issue dated 06 October 2023.

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

For full compliance please refer to:

<https://ad.easa.europa.eu/ad/2024-0198>