Avis d'émission d'une Directive de Navigabilité (AD)* par

[X] **l'EASA, European Aviation Safety Agency**

[ ] **l'autorité primaire d'un matériel étranger**

Les examens ou modifications décrits ou rappelés ci-dessous sont impératifs. La non application des exigences contenues dans la Directive de Navigabilité citée ci-dessous entraîne l'inaptitude au vol de l'aéronef concerné.

(Envoi 16/2015 du 05 août 2015)

Directive de Navigabilité de l'EASA de référence 2012-11-09 R1

THE BOEING COMPANY
CESSNA AIRCRAFT COMPANY
GULFSTREAM AEROSPACE CORP.
LEARJET INC.
HAWKER BEECHCRAFT CORPORATION

BOEING 717, 727, 737, 747, 757, 767, 777, DC-10, DC-9
CESSNA 500/550, 560/560XL, 650, 680, 750
GULFSTREAM G-1159, GULFSTREAM G-159, GULFSTREAM G-IV
LEARJET 24, 25, 31/35/36, 45, 55, 60
BEECH 400 SERIES, HAWKER SERIES

Oxygen – Passenger Chemical OXYGEN Generators / Oxygen System Installation – Activation / Replacement

Décision EASA de ne pas adopter la Directive de Navigabilité de la FAA de référence 2012-11-09 R1 not Adopted

Nota pour les exploitants et organismes d'entretien d'aéronefs inscrits au registre français :

Si l'AD jointe invite à un contact vers l'autorité primaire de l'AD, contacter le bureau concerné du département certification-produits de l'EASA.

Si pour l'exécution d'une tâche donnée, l'AD jointe se réfère à une qualification de personnel répondant à une réglementation nationale, il est possible de faire intervenir, pour cette tâche, du personnel de qualification équivalente acceptée dans l'Union Européenne.

Si l'AD jointe se réfère à une donnée de navigabilité ou une instruction pour le maintien de la navigabilité (Manuel de Vol, Manuel de Maintenance, ...) qui n'est pas celle approuvée ou pas celle en vigueur en France ou si l'AD jointe présente une difficulté d'application liée à sa spécificité nationale, exposer le problème auprès de la direction des méthodes d'OSAC (par courriel à "contact@osac.aero" ou par fax au 01 46 42 65 39) ou auprès du bureau concerné du département certification-produits de l'EASA.

* Cette AD est exigible au titre du règlement Européen 748/2012.

EASA Information on FAA AD 2012-11-09R1

Following EASA review of FAA AD 2012-11-09R1, EASA has determined that the measure required by the subject FAA AD is not within the scope of Regulation (EC) No 216/2008.

In addition, in view of the applicability of the AD, specified as 'Various Transport Category Airplanes', the AD cannot be clearly recognised as a 'State of Design' AD.

For these two reasons, this AD does not fall within the scope of ED Decision 02/2003 and cannot be considered for adoption.

No corresponding EASA AD is expected to be issued on the same subject for aeroplanes registered or operating in Europe within the scope of Regulation (EC) No 216/2008.

In case you need further information, please contact the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu.

Cologne, 03 August 2015

2012-11-09 R1 Transport Category Airplanes: Amendment 39-18221; Docket No. FAA-2015-2962; Directorate Identifier 2015-NM-071-AD.

(a) Effective Date

This AD is effective July 27, 2015.

(b) Affected ADs

This AD revises AD 2012-11-09, Amendment 39-17072 (77 FR 38000, June 26, 2012).

(c) Applicability

This AD applies to transport category airplanes, in passenger-carrying operations, as specified in paragraph (c)(1) or (c)(2) of this AD.

(1) Airplanes that complied with the requirements of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011).

(2) Airplanes equipped with any chemical oxygen generator installed in any lavatory and are: (i) Operating under part 121 of the Federal Aviation Regulations (14 CFR part 121); or

(ii) U.S. registered and operating under part 129 of the Federal Aviation Regulations (14 CFR part 129), with a maximum passenger capacity of 20 or greater.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Unsafe Condition

This AD was prompted by the determination that the current design of chemical oxygen generators presents a hazard that could jeopardize flight safety and the discovery that certain existing requirements could impose an unnecessary burden on operators. We are issuing this AD to eliminate a hazard that could jeopardize flight safety, and to ensure that all lavatories have a supplemental oxygen supply.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Retained Requirements for the Oxygen Generator, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2012-11-09, Amendment 39-17072 (77 FR 38000, June 26, 2012), with no changes. Within 21 days after March 14, 2011 (the effective date of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011)), do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Activate all chemical oxygen generators in the lavatories until the generator oxygen supply is expended. An operator may also remove the oxygen generator(s), in accordance with existing maintenance practice, in lieu of activating it.

(2) For each chemical oxygen generator, after the generator is expended (or removed), remove or re-stow the oxygen masks and close the mask dispenser door.

Note 1 to paragraph (g) of this AD: Design approval holders are not expected to release service instructions for the actions specified in paragraph (g) of this AD.

(h) Retained Information About Hazardous Material, With a Change to the Identification of the Code of Federal Regulations Citation

This paragraph restates the information in Note 1 of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011), with a change to the identification of the Code of Federal Regulations citation. Chemical oxygen generators are considered a hazardous material and subject to specific requirements under Title 49 of the Code of Federal Regulations (49 CFR) for shipping. Oxygen generators must be expended prior to disposal but are considered a hazardous waste; therefore, disposal must be in accordance with all Federal, State, and local regulations. Expended oxygen generators are forbidden in air transportation as cargo. For more information, contact 1-800-467-4922.

(i) Retained Compliance With Federal Aviation Regulations of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011), With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011), with no changes. Notwithstanding the requirements of sections 25.1447, 121.329, 121.333, and 129.13 of the Federal Aviation Regulations (14 CFR 25.1447, 121.329, 121.333, and 129.13), operators complying with this AD are authorized to operate affected airplanes until accomplishment of the actions specified in paragraph (l) of this AD.

(j) Retained Parts Installation Limitation of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011), With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011), with no changes. After March 14, 2011 (the effective date of AD 2011-04-09), and until accomplishment of the actions specified in paragraph (l) of this AD, no person may install a chemical oxygen generator in any lavatory on any affected airplane.

(k) Retained Prohibition of Special Flight Permit of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011), With No Changes

This paragraph restates the requirements of paragraph (j) of AD 2011-04-09, Amendment 39-16630 (76 FR 12556, March 8, 2011), with no changes. Special flight permits, as described in section 21.197 and section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed for the accomplishment of the actions specified in paragraph (g) of this AD.

(l) Retained Oxygen System Restoration, With Revised Restriction in Paragraph (l)(2) of This AD With a Change to the Identification of the Federal Aviation Regulations Citations in Paragraphs (l)(2) and (l)(2)(i) of This AD

This paragraph restates the requirements of paragraph (l) of AD 2012-11-09, Amendment 39-17072 (77 FR 38000, June 26, 2012), with a revised restriction in paragraph (l)(2) of this AD and

with a change to the identification of the Federal Aviation Regulations citations in paragraphs (l)(2) and (l)(2)(i) of this AD. Within 37 months after August 10, 2012 (the effective date of AD 2012-11-09), install a supplemental oxygen system that meets all applicable sections of parts 25 and 121 of the Federal Aviation Regulations (14 CFR part 25 and 14 CFR part 121) in each lavatory, as specified in paragraph (l)(1) or (l)(2) of this AD, as applicable.

(1) If compliance with paragraph (l) of this AD is achieved using a chemical oxygen generator, the actions specified in paragraph (l) of this AD must be done in accordance with a method approved by the Manager of the responsible FAA oversight office having responsibility over the modification. For a method to be approved, it must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(2) If compliance with paragraph (l) of this AD is achieved without a chemical oxygen generator, the specifications of paragraphs (l)(2)(i) and (l)(2)(ii) of this AD apply. Any repairs or alterations to a system installed and approved in accordance with this paragraph may be accomplished in accordance with part 43 of the Federal Aviation Regulations (14 CFR part 43). The installation of chemical oxygen generators is prohibited unless approved in accordance with the requirements of paragraph (l)(1) of this AD.

(i) The modification must receive FAA approval in accordance with part 21 of the Federal Aviation Regulations (14 CFR part 21) as a major design change. Notwithstanding operations specification restrictions to the contrary, organizational approval holders may exercise their full authority in approving installations that meet the installation requirements of this AD.

(ii) Deviation from approved service instructions and subsequent modifications may be handled by normal operator procedures without requiring approval of an alternative method of compliance.

(m) Retained Minimum Equipment List (MEL) Provisions, With a Change to the Identification of the Federal Aviation Regulations Citations

This paragraph restates the provision specified in paragraph (m) of AD 2012-11-09, Amendment 39-17072 (77 FR 38000, June 26, 2012), with a change to the identification of the Federal Aviation Regulations citations. Notwithstanding the requirements of sections 121.628(b)(2) and 129.14 of the Federal Aviation Regulations (14 CFR 121.628(b)(2) and 14 CFR 129.14), the equipment required by paragraph (l) of this AD may be included in the MEL, as applicable.

(n) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Transport Standards Staff, ANM-110, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Transport Standards Staff, send it to the attention of the person identified in paragraph (o) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved previously for AD 2012-11-09, Amendment 39-17072 (77 FR 38000, June 26, 2012), are approved as AMOCs for the corresponding provisions of this AD.

(o) Related Information

For more information about this AD, contact Jeff Gardlin, Aerospace Engineer, Airframe and Cabin Safety Branch, ANM-115, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-227-2136; fax: 425-227-1149; email: jeff.gardlin@faa.gov.**(p) Material Incorporated by Reference**

None.

Issued in Renton, Washington, on July 17, 2015. Jeffrey E. Duven,
Manager, Transport Airplane Directorate, Aircraft Certification Service.