

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

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l'EASA, European Aviation Safety Agency

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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'incapacité au vol de l'aéronef concerné.

(Envoi 22/2010 du 03 novembre 2010)

Directive de Navigabilité de la FAA de référence 2009-21-10 R1

AVOX SYSTEMS and B/E AEROSPACE

Equipements, Avions - CYLINDRES OXYGÈNES TYPE 3HT, TOUS AVIONS LOURDS (> 5,7T)

OXYGENE - Défaillance de cylindres oxygène - Inspection/Remplacement

Cette Directive de Navigabilité remplace l'AD FAA 2009-21-10 édition originale.

S'agissant d'un matériel prévu d'être monté sur un avion de plus de 5,7 tonnes de MTOW, il n'est pas proposé de traduction de l'AD jointe.

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 du département Navigabilité Aéronef 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 1702/2003 ou de la Décision n° 2/2003 de l'EASA.



2009-21-10 R1 AVOX Systems and B/E Aerospace: Amendment 39-16179. Docket No. FAA-2010-0029; Directorate Identifier 2009-NM-262-AD.

Effective Date

(a) This airworthiness directive (AD) is effective February 4, 2010.

Affected ADs

(b) This AD revises AD **2009-21-10**, Amendment 39-16049.

Applicability

(c) This AD applies to the oxygen cylinder assemblies, approved under United States Department of Transportation Regulations for Type 3HT cylinders, identified in Table 1 of this AD. These oxygen cylinder assemblies may be installed on various transport airplanes, certificated in any category, identified in but not limited to the airplanes included in Table 2 of this AD.

Table 1 - Affected Oxygen Cylinder Assembly Part Numbers

Manufacturer	Part Numbers
AVOX Systems	6350A34 series*
	800112-03
	800112-10
	800112-13
	801293-03
	801307-00
	801307-01
	801307-02
	801307-03
	801307-07
	801307-09
	801307-23
	801307-24
	801365-04
	801365-14
	801375-00
	801977-05
	8915 series*
B/E Aerospace	176018-115
	176112-115
	176177-115
	176181-115
	176529-97

(*For example, 6350A34-X-X or 8915XX-XX, where “X” denotes a part number digit)

Table 2 - Affected Airplanes

Manufacturer	Model
Airbus	A300 B4-620, B4-622, B4-605R, and F4-605R airplanes
	A310-203, -204, -221, -222, -304, and -324 airplanes
	A318-111 and -112 airplanes
	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes
	A320-111, -211, -212, -214, -231, -232, and -233 airplanes
	A321-111, -112, -131, -211, and -231 airplanes
	A330-301, -321, and -322 airplanes
	A340-211 and -212 airplanes
	A340-311 and -312 airplanes
The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body series airplanes; and 707-300, -300B, -300C, and -400 series airplanes
	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes
	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series airplanes
	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
	757-200, -200PF, -200CB, and -300 series airplanes
	767-200, -300, -300F, and -400ER series airplanes
	777-200, -200LR, -300, -300ER, and 777F series airplanes
Gulfstream Aerospace Corporation	G-IV airplanes
McDonnell Douglas Corporation	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, and DC-8-55 airplanes
	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes
	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), and DC-10-40 airplanes
	MD-10-10F and MD-10-30F airplanes
	MD-11 and MD-11F airplanes
	MD-88 airplanes
	MD-90-30 airplanes
Short Brothers PLC	SD3-30, SD3-SHERPA, and SD3-60 SHERPA airplanes

Subject

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

Unsafe Condition

(e) This AD was prompted by the reported rupture of a high- pressure gaseous oxygen cylinder, which had insufficient strength characteristics due to improper heat treatment. The Federal Aviation Administration is issuing this AD to prevent an oxygen cylinder from rupturing, which, depending on the location, could result in structural damage and rapid decompression of the airplane, damage to adjacent essential flight equipment, deprivation of the necessary oxygen supply for the flightcrew, and injury to cabin occupants or maintenance or other support personnel.

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2009-21-10, With Revised Serial Numbers

Inspection

(g) Within 90 days after December 17, 2009 (the effective date of AD 2009-21-10), inspect to determine the serial number of the oxygen cylinder assemblies installed in the airplane. The serial number is stamped into the steel cylinder near the neck. A review of airplane records is acceptable in lieu of this inspection if the serial numbers of the oxygen cylinder assemblies can be conclusively determined from that review. For any oxygen cylinder assembly that has a serial number identified in Table 3 of this AD: Remove it from the airplane before further flight.

Table 3 - Affected Oxygen Cylinder Assembly Serial Numbers

Cylinder Manufacturer	Affected Serial Numbers
AVOX Systems	ST82307 through ST82309 inclusive
	ST82335 through ST82378 inclusive
	ST82385 through ST82506 inclusive, except for S/N ST82498, which ruptured
	ST82550 through ST82606 inclusive
	ST82617 through ST82626 inclusive
	ST83896 through ST83905 inclusive
	ST84209 through ST84218 inclusive
	ST84224 through ST84236 inclusive
	ST86138
	ST86143
	ST86145
	ST86150
	ST86169
	ST86172
	ST86177
	ST86299 through ST86307 inclusive
B/E Aerospace	K495120 through K495121 inclusive
	K629573 through K629577 inclusive
	K674451 through K674455 inclusive

Parts Installation

(h) As of December 17, 2009, no person may install, on any airplane, a United States Department of Transportation Type 3HT oxygen cylinder assembly that has a part number identified in Table 1 of this AD and a serial number identified in Table 3 of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Nicholas Wilson, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, Seattle Aircraft Certification Office, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6476; fax (425) 917-6590. Or, e-mail information to 9-ANM- Seattle-ACO-AMOC-Requests@faa.gov.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically refer to this AD.

Material Incorporated by Reference

(j) None.

Issued in Renton, Washington, on January 8, 2010.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.