AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/OXY/20 Amdt 1 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Oxygen Systems

AD/OXY/20 Amdt 2 — Oxygen Cylinders — 5/2007 DM

Applicability: Intertechnique , Zodiac Aircraft Systems, oxygen reserve cylinders having part number (P/N) GLF(XXX)-(X), GLD(XXX)-(X), PC2300 and SLF300, which are known to be installed on, but not limited to the following aircraft:

Airbus	A300 series
Dassault Aviation	Mystère-Falcon 20
	Mystère-Falcon 50
	Falcon 200
	Falcon 900
Pilatus	all models
Eurocopter	SA 315 B
	AS 350 B3
Hindustan Aeronautics Ltd	all models

Requirement:

1. Unless previously accomplished in accordance with AD/ECUREUIL/121, AD/SA 315/1, AD/OXY/20 or AD/OXY/20 Amdt 1:

   a. Identify the year of manufacture of each affected P/N oxygen reserve cylinders made of Aluminium Alloy 5283 (AA5283) fitted to aircraft.

   b. Remove and empty the oxygen cylinder/s from the aircraft in accordance with Intertechnique Service Bulletin (SB) GLD/GLF-35-150 dated 20 September 2006.

2. For oxygen reserve cylinders held as spares, unless previously accomplished in accordance with AD/ECUREUIL/121, AD/SA 315/1, AD/OXY/20 or AD/OXY/20 Amdt 1, identify the year of manufacture of each affected P/N oxygen reserve cylinder made of AA5283 and empty all oxygen reserve cylinders that have reached or exceeded 25 years after manufacture, in accordance with SB GLD/GLF-35-150.

3. Oxygen reserve cylinders with P/Ns as affected by this Amendment may not be installed in any aircraft as replacement part, except within the time in service (TIS) or time since manufacture limits as specified in this Amendment.

Note 1: EASA AD 2006-0286R1 refers.

Oxygen Systems

AD/OXY/20 Amdt 2 (continued)

Compliance: For Requirement 1.a - Before the next flight after the effective date of this Amendment.

For Requirement 1.b. -

Aircraft operated in salt-laden atmospheric conditions - Upon accumulating 15 years TIS (since manufacture and installation on aircraft), or within 15 days after the effective date of this Amendment if 15 years TIS has already been reached.

or

Aircraft operated in normal climatic conditions - Upon accumulating 25 years TIS (since manufacture and installation on helicopters), or within 12 months after the effective date of this Amendment if 25 years TIS has already been reached.

or

If the TIS cannot positively be established, within 15 days after the effective date of this Amendment.

For Requirement 2 - Within seven days after the effective date of this Amendment.

For Requirement 3 - As of effective date of this Amendment.

Note 2: EASA EAD 2006-0286-E cancelled and superseded EASA EAD 2006-0261-E. AD/ECUREUIL/121 and AD/SA 315/1, which were based on EASA EAD 2006-0261-E, have also been cancelled.

This Amendment becomes effective on 10 April 2007.

Background: The original issue of this Directive was issued following information concerning the risk of high-pressure oxygen cylinder rupturing causing rapid venting of the contents. These cylinders are used for missions at high altitudes or to ensure respiratory aid for passengers feeling sick.

It has been demonstrated that the material characteristics of the Aluminium Alloy 5283 from which the cylinders are manufactured deteriorate in the course of time and may possibly lead these oxygen cylinders to tear and abruptly vent onboard an aircraft.

Amendment 1 of this Directive was issued to correct a typographical error.

Oxygen Systems

AD/OXY/20 Amdt 2 (continued)

This Amendment primarily extends the compliance by six months for aircraft operated in normal climatic conditions and having already accumulated 25 years TIS, as of the effective date of this Amendment. The Amendment also allows seven days after the effective date to identify and, if necessary, empty spare cylinder, it also introduces some minor formatting changes.

Amendment 1 of this Directive became effective on 29 September 2006.

The original issue of this Directive became effective on 26 September 2006.

Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

28 March 2007