Special Airworthiness Bulletin

ANAC
NATIONAL CIVIL AVIATION AGENCY - BRAZIL

BEA 2026-07 – Issued: 12 November 2026

ATA 35 – OXYGEN - – PASSENGER CABIN OXYGEN SYSTEM

This Special Airworthiness Bulletin (BEA) provides owners and operators of Embraer Model ERJ 170-100, ERJ 170-200, ERJ 190-100, and ERJ 190-200 airplanes with information concerning a condition affecting the flight attendant and galley Oxygen Dispensing Units (ODUs).

This document contains non-mandatory information and recommendations. ANAC has determined that the identified condition does not constitute an unsafe condition that would warrant airworthiness directive action under Brazilian Civil Aviation Regulation RBAC No. 39.

Applicability

Embraer Model ERJ 170-100, ERJ 170-200, ERJ 190-100, and ERJ 190-200 airplanes.

Background

A condition has been identified in the flight attendant and galley ODUs installed on the affected airplanes. Due to misalignment between the oxygen generator firing pin and the activation lanyard, pulling the oxygen mask may not activate the oxygen generator as intended. In some units, the release firing pin may also be improperly oriented relative to the lanyard pull direction, or the lanyard may be wrapped around the generator trigger.

In the event of a cabin decompression, an affected ODU may not activate as intended, potentially leaving a flight attendant at the associated station without immediate access to supplemental oxygen from that unit.

Para mais informações contatar:
Agência Nacional de Aviação Civil (ANAC)
Gerência Técnica de Segurança e Aeronavegabilidade do Produto (GTSAP)
Rua Doutor Orlando Feirabend Filho, nº 230
Centro Empresarial Aquárius- Torre B – 14º e 15º andar
Parque Residencial Aquárius
CEP 12246-190 – São José dos Campos – SP

E-mail: pac@anac.gov.br

ANAC AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

However, existing design provisions, including additional oxygen masks installed in the passenger cabin, lavatories and also portable oxygen cylinders available for cabin crew use, provide alternative sources of supplemental oxygen.

ANAC evaluated this condition and determined that it does not constitute an unsafe condition warranting airworthiness directive action under RBAC No. 39. Therefore, mandatory corrective action is not required at this time. Nevertheless, ANAC recommends that owners and operators restore the affected ODUs to their approved design configuration.

Recommendations:

I - ANAC recommends that owners and operators of the affected airplanes inspect the flight attendant and galley ODUs installed at the forward and aft flight attendant stations and in the Galley G1 area. If any discrepancy is found, restore the affected ODU to its approved design configuration by accomplishing the applicable instructions below and the applicable Embraer Technical Disposition (ETD) identified in the References section of this BEA.

1. Gain access to the ODUs installed above the forward and aft flight attendant stations and in the Galley G1 area as follows:
   a. Remove and keep the applicable ceiling. Refer to AMM TASK 25-22-07-000-801-A - Ceiling Panel - Removal.

2. Inspect the oxygen generator firing pin and activation lanyard for proper alignment. Verify that the release firing pin is oriented in line with the lanyard pull direction and that the lanyard is not wrapped around the generator trigger.

3. If the oxygen generator firing pin and activation lanyard are NOT properly aligned, accomplish the following steps:

   WARNING: TO PREVENT INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, DO NOT REMOVE THE FIRING PIN. REMOVAL OF THE FIRING PIN WILL ACTIVATE THE OXYGEN GENERATOR.

   a. Loosen the clamps securing the oxygen generator to the Oxygen Box assembly.

b. Reposition the oxygen generator as necessary to properly align the firing pin with the lanyard axis.
c. Tighten the clamps securing the oxygen generator to the Oxygen Box assembly.
d. Make sure that the mask hoses are not excessively loose, taut, or kinked as a result of the generator repositioning.
e. If any hose is found to be excessively loose, taut, or kinked, unstow the affected mask and adjust the hose length by pulling it into or out of the O Box assembly as required. Then, restow the mask in accordance with AMM Task 35-20-00-860-801-A.



Figure 1 – Correct alignment between the oxygen generator firing pin and the activation lanyard

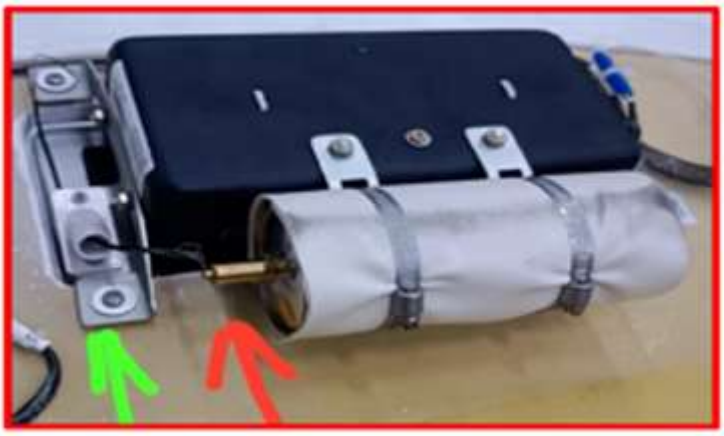


Figure 2 – Misalignment between the oxygen generator firing pin and the activation lanyard

4. If the Release Firing Pin is NOT Oriented in line with Lanyard pull direction or if the lanyard is wrapped around the generator trigger. Perform the following:

WARNING: TO PREVENT INJURY TO PERSONNEL, OR DAMAGE TO THE EQUIPMENT, DO NOT REMOVE THE FIRING PIN. IF THE FIRING PIN IS REMOVED, THE GENERATOR WILL ACTIVATE.

a. Rotate the release firing pin as necessary to align it with the lanyard pull direction.

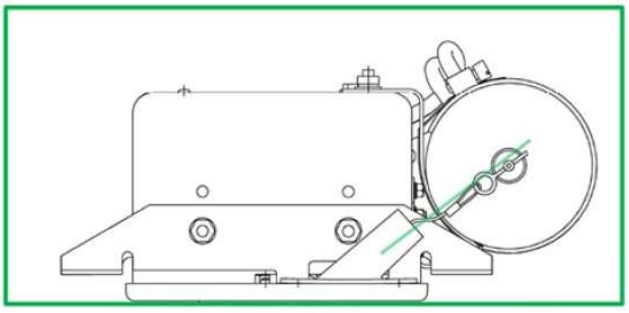


Figure 3 – Correct installation - release firing pin is oriented in line with the lanyard pull direction

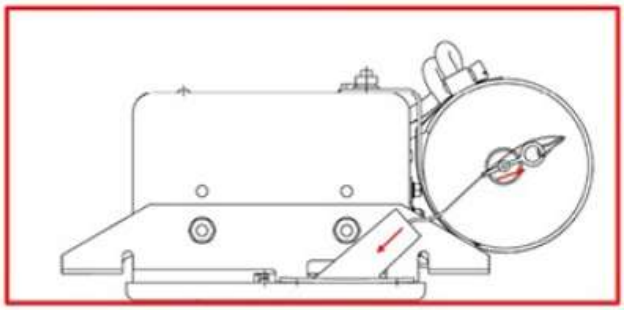


Figure 4 – Release Firing Pin NOT Oriented in line with Lanyard pull direction

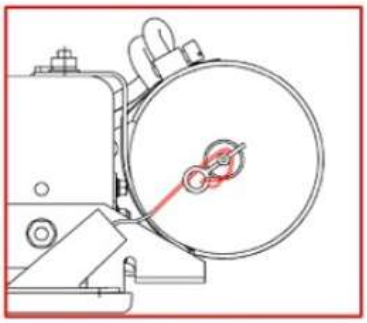


Figure 5 - lanyard wrapped around the generator trigger

5. Get access to Forward and Aft Flight Attendant stations and the Galley G1 area:
   a. Install again the removed ceiling. Refer to AMM TASK 25-22-07-400-801-A - Ceiling Panel – Installation

II - ANAC recommends that, until CMM and AMM procedures are revised, operators and maintenance organizations use the applicable Embraer Technical Disposition (ETD) identified in the References section of this BEA in conjunction with the applicable CMM or AMM instructions when installing the Chemical Oxygen Generator (COG). Particular attention should be given to the oxygen generator firing pin and activation lanyard for proper alignment. The current CMM or AMM instructions should not be used alone for this installation, as they do not yet contain the additional guidance provided in the ETD.

Reference:

(1) Models ERJ 170-100 and ERJ 170-200: ETD (Embraer Technical Disposition) ETD2026-170-017931, Revision 00, dated October 21, 2026, or later revisions;

(2) Models ERJ 190-100 and ERJ 190-200: ETD (Embraer Technical Disposition) ETD2026-190-017943, Revision 00, dated October 21, 2026, or later revisions.

Para mais informações contatar:
Agência Nacional de Aviação Civil (ANAC)
Gerência Técnica de Segurança e Aeronavegabilidade do Produto (GTSAP)
Rua Doutor Orlando Feirabend Filho, nº 230
Centro Empresarial Aquárius- Torre B – 14º e 15º andar
Parque Residencial Aquárius
CEP 12246-190 – São José dos Campos – SP

E-mail: pac@anac.gov.br