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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2006-0286R1</p> <p>Date: 22 March 2007</p> |
| No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry. | |
| <p>Approval Holder's Name:</p> <p>INTERTECHNIQUE, Zodiac Aircraft Systems</p> | <p>Type/Model designations:</p> <p>Oxygen Reserve Cylinders</p> |
| TCDS Number: Not applicable. | |
| Foreign AD: Not applicable. | |
| Revision/Supersedure: This AD revises and supersedes Emergency AD (EAD) 2006-0286-E dated 21 September 2006, including the 2 corrected versions thereof which were subsequently published. | |
| ATA 35 | Oxygen - Oxygen Reserve Cylinders – Removal/Emptying |
| Manufacturer(s): | INTERTECHNIQUE (F5341) |
| Applicability: | 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 Airbus A300 series aircraft; Dassault Aviation (AMD-BA) Mystère-Falcon 20, Mystère-Falcon 50, Falcon 200 and Falcon 900 aircraft; Pilatus aircraft; Eurocopter SA 315 B and AS 350 B3 helicopters; and Hindustan Aeronautics Limited helicopters. |
| Reason: | <p>This Airworthiness Directive (AD) is issued following information concerning the risk of high-pressure oxygen cylinder tearing with sudden emptying. These cylinders are used for missions at high altitudes or to ensure respiratory aid for passengers feeling sick.</p> <p>It has been demonstrated that the material characteristics of the Aluminium Alloy 5283 (AA5283) from which the cylinders are manufactured deteriorate in the course of time and may possibly lead these oxygen cylinders to tear and abruptly vent aboard an aircraft.</p> <p>This AD has been revised to avoid unnecessary aircraft-on-ground situations and extends the compliance time in paragraph 1.2 from 6 months to 12 months.</p> |
| Effective Date: | 25 September 2006 |

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| Compliance: | <p>Required as indicated, unless accomplished previously in accordance with EAD 2006-0261-E or EAD 2006-0286-E:</p> <ol style="list-style-type: none"> Before the next flight, identify the year of manufacture of each affected P/N oxygen reserve cylinder made of AA5283 and remove it from the aircraft at the time indicated below: <ol style="list-style-type: none"> When operated in salt-laden atmospheric conditions (contact with sea water, spindrift, etc.), upon accumulating 15 years TIS since manufacture, or within 15 days after the effective date of this AD, whichever occurs later; or When operated in normal climatic conditions, upon accumulating 25 years time-in-service (TIS) since manufacture date, or within 12 months after the effective date of this AD, whichever occurs later; or When the TIS cannot positively be established, within 15 days after the effective date of this directive. Immediately after removal from the aircraft, empty the oxygen reserve cylinder in accordance with the instructions described in INTERTECHNIQUE Service Bulletin (SB) GLD/GLF-35-150 dated 20 September 2006. For Oxygen Reserve Cylinders held as spares, 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 the instructions described in INTERTECHNIQUE SB GLD/GLF-35-150 dated 20 September 2006. After the effective date of this AD, no Oxygen Reserve Cylinder with P/N as affected by this AD may be installed in any aircraft as replacement part, except within the TIS or time since manufacture limits as specified by paragraphs 1.1, 1.2 and 3 of this directive. |
| Ref. Publications: | <p>INTERTECHNIQUE Service Bulletin GLD/GLF-35-150 ; and EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.54, EUROCOPTER SA 315 Alert Service Bulletin No. 05.42, or any subsequent approved revision of these documents.</p> |
| Remarks: | <ol style="list-style-type: none"> If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. Enquiries regarding this AD should be addressed to AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. For any questions concerning the technical content of the requirements in this AD, please contact: INTERTECHNIQUE, Zodiac Aircraft Systems, 61 rue Pierre Curie BP 1, 78373 Plaisir Cedex France; telephone +33 (0)1-3054-8200; facsimile + 33 (0)1-3055-7161; email: apyrault@intertechnique.zodiac.com; or EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex – France; telephone +33 (0)4-4285-9797 ; facsimile +33 (0)4-4285-99-66; e-mail: Directive.technical-support@eurocopter.com. |