


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0090</p> <p>Date: 18 May 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Intertechnique Aircraft Systems</p>	<p>Type/Model designation(s) :</p> <p>Oxygen Mask Regulators</p>
<p>ETSO (JTSO) Authorisations: EASA 21O.10018226 and EASA 21O.10033672; DGAC France QAC 54538/SFACT/TC, F.O.001, F.O.007 and F.O.073.</p>	
Foreign AD :	Not applicable
Supersedure :	None
ATA 35	Oxygen – Oxygen Mask Regulator Inflatable Harness – Identification / Replacement
Manufacturer(s):	Intertechnique (part of Zodiac Aerospace), EROS
Applicability:	<p>Flight Crew Oxygen Masks Regulators, all Part Number (P/N) MA10-12, MC10, MC20, MF10, MF20, MLC20, MLD20, MRA005, MRA022 and MRA023 series.</p> <p>The affected Flight Crew Oxygen Masks Regulators are known to be installed on, but not limited to, aeroplanes manufactured by Airbus, ATR, BAE Systems (formerly British Aerospace), Boeing, Bombardier (formerly Canadair, De Havilland Canada), Cessna, Dassault, EADS CASA, EMBRAER, Gulfstream, Hawker Beechcraft (formerly Raytheon, Beech), Israel Aircraft Industries (IAI), McDonnell Douglas, Piaggio, Pilatus, Piper and SOCATA.</p>
Reason:	<p>A malfunction of a quick donning mask was reported to Intertechnique, who initiated an investigation in order to detect the root cause and the failure mode. Despite the fact that the analysis did not lead to any final conclusion, discrete suspected silicon batches have been identified which have shown an unusually high premature rupture rate.</p> <p>Some of the affected harnesses are known to have been delivered as spares. Consequently, an inflatable harness belonging to one of the suspect batches may have become installed on an Oxygen Mask Regulator, the serial number (s/n) or P/N of which is not identified in Appendix II of Intertechnique Service Bulletin (SB) MXH-35-240.</p> <p>This fact widens the Applicability of this AD to extend beyond the individual Oxygen Mask Regulators identified by s/n and P/N in Appendix II of the SB.</p> <p>This condition, if not detected and corrected, could lead, in case of a sudden depressurization event, to a harness rupture, thereby providing inadequate</p>

	<p>protection against hypoxia of the affected flight crew member, possibly resulting in unconsciousness and consequent reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires the identification and replacement of all potentially defective harnesses with serviceable units.</p> <p>Note 1: The affected batches were manufactured between December 2008 and August 2010, having dates codes 0850Z(X) (week 50 of 2008) through 1031Z(X) (week 31 of 2010). The (X) at the end of each date code could be one digit or two. In some cases, particularly for some 2009 production units, the week indication in the date code is given as a single digit (e.g. 094Z15) instead of two (e.g. 0904Z15).</p> <p>Note 2: Harness assemblies that do not have a date code were manufactured before week 33 of 2008 and are not affected by this unsafe condition.</p>
Effective Date:	01 June 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 24 months after the effective date of this AD, accomplish the following actions in accordance with Section 3 Accomplishment Instructions of Inter technique SB MXH-35-240 at Revision 2 on all affected aeroplanes, except for Bombardier* aeroplanes, to which paragraph (4) applies: <ol style="list-style-type: none"> (1.1) Inspect the inflatable harness fitted to each Flight Crew Oxygen Mask Regulator that is installed in the aeroplane to identify the P/N and batch number of that harness. (1.2) If the P/N and batch number, identified as required by paragraph (1.1) of this AD, are listed in Appendix I of Inter technique SB MXH-35-240, remove the inflatable harness from the mask regulator and replace it with a serviceable harness. <p>* For the purpose of this AD, Bombardier aeroplanes include aeroplanes previously manufactured by Canadair or by De Havilland Canada.</p> (2) Oxygen mask regulators with a date of manufacturing (DMF) code of November 2008 (112008 or 11-08) or earlier, and those with a DMF of January 2011 (012011 or 01-11) or later, are excluded from the inspection and replacement requirements of paragraph (1) of this AD, provided it can be demonstrated that the inflatable harness has not been replaced on those masks. A review of aeroplane delivery- or maintenance records is acceptable to make the determination as specified in this paragraph, provided those records can be relied upon for that purpose, and the DMF of the Oxygen Mask Regulator can be conclusively identified from that review. (3) After the effective date of this AD, do not install a Flight Crew Oxygen Mask Regulator on an aeroplane, unless it has been determined that the P/N and batch number of the inflatable harness fitted to the Oxygen Mask Regulator is not listed in Appendix I of Inter technique SB MXH-35-240. (4) For Bombardier aeroplanes, the instructions of Inter technique SB MXH-35-241 must be used to comply with the requirements of paragraph (1) and (3) of this AD.
Ref. Publications:	<p>Inter technique SB MXH-35-240 Revision 2 dated 10 May 2011.</p> <p>Inter technique SB MXH-35-241 dated 06 April 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 18 March 2011 as PAD 11-031 for consultation until 15 April 2011 and republished on 12 April 2011 as PAD 11-031R1 for

	<p>extended consultation until 29 April 2011. The Comment Response Documents can be found at http://ad.easa.europa.eu/.</p> <p>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: INTERTECHNIQUE, 61 rue Pierre Curie BP 1, 78373 PLAISIR CEDEX FRANCE, Telephone +33 1 6134 1232, Fax +33 1 6486 6984, or contact Mr. Yann Laine at ZODIAC SERVICES for documentation, Telephone +33 1 6486 6964, E-mail yann.laine@zodiacaerospace.com.</p> <p>For all other issues (logistics, orders) refer to the applicable SB.</p>
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