


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-077R1</b></p> <p><b>Date: 22 November 2012</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.</p> <p>All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p><b>Design Change Approval Holder's Name :</b></p> <p>Jet Aviation Basel, AG</p>	<p><b>Type/Model designation(s) :</b></p> <p>Cabin Interior Furbishing</p>
<p>Modification approvals: A number of modifications (Supplemental Type Certificates and Minor Changes) are affected by the requirements of this AD, which are listed for clarity in Appendix 1 of this AD.</p>	
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 25</b>	<b>Equipment / Furnishings – Varnish on Veneered Panels – Inspection / Re-furbishing</b>
Manufacturer(s):	Jet Aviation Basel, AG
Applicability:	<p>All modifications whose approval numbers are listed in Appendix 1 of this AD.</p> <p>These modifications are known to be embodied on the aeroplanes identified in Appendix 1 of this AD.</p>
Reason:	<p>Discrepancies were discovered in the recording of flammability test samples of certain veneered panels, known to be installed on various business aeroplanes, and in the correlation of those samples with the installed aeroplane components. In particular, it was discovered that there was a possibility that the varnish, applied to the veneered panels, did not have any flame retardant layer, whilst test samples prepared for flammability testing did have such a layer. The approval holder, Jet Aviation Basel (JBSL) has identified the aeroplanes and the related modification approval numbers, on which this discrepancy might be present.</p> <p>This condition, if not detected and corrected, could, in combination with an ignition source, lead to fire in the aeroplane cabin, possibly resulting in damage to the aeroplane and/or injuries to the occupants.</p> <p>To address this potential unsafe condition, JBSL developed a corrective action programme, including instructions to rework the cabin interiors of the aeroplanes on which the discrepancy might be present.</p> <p>For the reasons described above, this AD requires rework of the affected cabin</p>

	<p>interior parts, as specified in the JBSL corrective action programme. This AD also allows, as alternatives, either the accomplishment of certain inspections (chemical analysis) of the cabin interior parts with follow-up actions, depending on findings, or modification or replacement of the affected cabin interior parts.</p> <p>This PAD has been republished as additional aeroplanes have been added to the list of potentially affected aeroplanes specified in Appendix 1. Additionally some changes have been introduced in the Required Action(s) and Compliance Time(s) paragraph for clarity.</p>								
Effective Date:	[TBD: 14 days after final AD issue date]								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within the compliance times specified in Table 1 of this AD, depending on aeroplane manufacturer, as applicable, accomplish one of the actions, as specified in paragraph (1), (2) or (3) of this AD:</p> <p style="text-align: center;">Table 1</p> <table border="1"> <tr> <th>Aeroplane Manufacturer</th><th>Compliance Time, whichever occurs first after the effective date of this AD</th></tr> <tr> <td>Bombardier, British Aerospace and Gulfstream</td><td>7 500 Flight Hours (FH) or 96 months</td></tr> <tr> <td>Airbus and Boeing</td><td>15 000 FH or 144 months</td></tr> <tr> <td>Dassault Aviation</td><td>7 500 FH or 144 months</td></tr> </table> <p>(1) Rework the veneered parts of the aeroplane interior in accordance with the instructions of section 2 of JBSL Service Bulletin (SB) N° 25-002, SB N° 25-003, or SB N° 25-004, as applicable to the aeroplane, as specified in Appendix 1 of this AD.</p> <p>(2) Inspect, by accomplishing a chemical analysis, all veneered parts of the aeroplane interior, in accordance with the instructions of section 1.4 of JBSL SB N° 25-002, SB N° 25-003, or SB N° 25-004, as applicable to the aeroplane, as specified in Appendix 1 of this AD. If any veneered part fails to pass the inspection, within the compliance time specified in Table 1 of this AD, as applicable, rework the part as specified in paragraph (1) of this AD, or replace the part as specified in paragraph (3) of this AD.</p> <p>(3) Replace all affected veneered cabin panels, in accordance with the applicable approved aeroplane modification instructions.</p> <p>(4) Inspection of an aeroplane accomplished before the effective date of this AD, in accordance with the instructions of JBSL SB N° 25-001, is acceptable to comply with paragraph (2) of this AD, provided that, depending on findings, the corrective action is accomplished within the compliance time specified in Table 1 of this AD, as applicable, either by rework as specified in paragraph (1) of this AD, or by replacement as specified in paragraph (3) of this AD.</p>	Aeroplane Manufacturer	Compliance Time, whichever occurs first after the effective date of this AD	Bombardier, British Aerospace and Gulfstream	7 500 Flight Hours (FH) or 96 months	Airbus and Boeing	15 000 FH or 144 months	Dassault Aviation	7 500 FH or 144 months
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Ref. Publications:	<p>JBSL SB N° 25-001 all issues, from original issue dated 20 July 2010 to Issue E dated 12 November 2012.</p> <p>JBSL SB N° 25-002 original issue dated 31 March 2011, or Issue A dated 10 July 2012.</p> <p>JBSL SB N° 25-003 original issue dated 31 March 2011, or Issue A dated 10 July 2012, or Issue B dated 14 September 2012.</p> <p>JBSL SB N° 25-004 original issue dated 31 March 2011, or Issue A dated 10 July 2012, or Issue B dated 14 September 2012.</p> <p>The use of later approved revisions of these documents is acceptable for</p>								

	compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 06 December 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact: Mr Vincent RONGIER Jet Aviation Basel. Address, Flughafenstrasse, H1/15, P.O. Box 214 CH-4030 Basel-EuroAirport / Switzerland Telephone: +41 58 158 4695, Fax: +41 58 158 4483, Email: <a href="mailto:vincent.rongier@jetaviation.ch">vincent.rongier@jetaviation.ch</a>.</li> </ol>

## Appendix 1 – Aeroplane details, approval and SB references

<b>Aeroplane TC Holder</b>	<b>Model</b>	<b>S/N</b>	<b>Approval Reference</b>	<b>Issued by</b>	<b>SB No.</b>
Airbus	A319-115	2921	EASA.A.S.02855	EASA	25-002
Airbus	A319-133	910	FOCA 272.01-98YN9	FOCA	25-002
Airbus	A319-115	1795	FOCA 25-20-99	FOCA	25-002
Airbus	A319-115	2507	FOCA 25-20-119	FOCA	25-002
Airbus	A319-115	2949	EASA.A.S.02770	EASA	25-002
Airbus	A320-232	927	FOCA 00-083-090	FOCA	25-002
Boeing	707-300	21049	Minor Mod M-BB707-0001	JBSL	25-002
Boeing	727-200	21824	EASA.A.S.02681	EASA	25-002
Boeing	737-700	32627	FOCA Z 25-20-77	FOCA	25-002
Boeing	737-700	32774	Minor Mod M-BBBJ1-0047	JBSL	25-002
Bombardier	BD-700-1A10	9013	Minor Mod M-BGLEX-0003 & M-BGLEX-0004	JBSL	25-003
Bombardier	BD-700-1A10	9016	Minor Mod M-BGLEX-0029	JBSL	25-003
Bombardier	BD-700-1A10	9020	Minor Mod M-BGLEX-0005	JBSL	25-003
Bombardier	BD-700-1A10	9084	Minor Mod M-BGLEX-0010 & M-BGLEX-0014	JBSL	25-003
Bombardier	BD-700-1A10	9102	Minor Mod M-BGLEX-0011	JBSL	25-003
Bombardier	CL-600-1A11	1085	Minor Mod M-BCL61-0046	JBSL	25-003
BAE Systems	Avro 146-RJ70	E1267	EASA.A.S.02653	EASA	25-003
Dassault Aviation	Falcon 2000	76	EASA.IM.A.S.01808	EASA	25-004
Dassault Aviation	Falcon 2000	115	Minor Mod M-BF2TH-0015	JBSL	25-004
Dassault Aviation	Falcon 2000	120	Minor Mod M-BF2TH-0015	JBSL	25-004
Dassault Aviation	Falcon 2000	139	Minor Mod M-BF2TH-0022	JBSL	25-004
Dassault Aviation	Falcon 2000	148	Minor Mod M-BF2TH-0023	JBSL	25-004
Dassault Aviation	Falcon 2000EX	111	Minor Mod M-BF2EX-0011	JBSL	25-004
Dassault Aviation	Mystère-Falcon 50	67	Minor Mod M-BFA50-0030	JBSL	25-004
Dassault Aviation	Mystère-Falcon 50	222	EASA.A.S.03267	EASA	25-004
Dassault Aviation	Mystère-Falcon 50	246	Minor Mod M-BFA50-0053	JBSL	25-004
Dassault Aviation	Mystère-Falcon 900	81	Minor Mod M-BF900-0003	JBSL	25-004
Dassault Aviation	Mystère-Falcon 900	109	Minor Mod M-BF900-0136	JBSL	25-004
Dassault Aviation	Mystère-Falcon 900	66	EO-98XS6-250000	JBSL	25-004
Dassault Aviation	Falcon 900EX	96	Minor Mod M-BF900-0055	JBSL	25-004
Gulfstream	G-1159A	486	Minor Mod M-BGLF3-0008	JBSL	25-003
Gulfstream	GIV	1084	Minor Mod M-BGLF4-0110	JBSL	25-003
Gulfstream	GIV	1168	Minor Mod M-BGLF4-0023	JBSL	25-003
Gulfstream	GIV	1196	Minor Mod M-BGLF4-0040	JBSL	25-003
Gulfstream	GV	593	Minor Mod M-BGLF5-0006	JBSL	25-003
Gulfstream	GV	643	Minor Mod M-BGLF5-0011	JBSL	25-003
Gulfstream	GV	669	Minor Mod M-BGLF5-0044	JBSL	25-003