

2009-21-10 AVOX Systems and B/E Aerospace: Amendment 39-16049. Docket No. FAA-2009-0915; Directorate Identifier 2009-NM-224-AD.

Effective Date

(a) This airworthiness directive (AD) is effective December 17, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the oxygen cylinder assemblies, approved under United States Department of Transportation Regulations for Type 3HT cylinders, identified in Table 1 of this AD. These oxygen cylinder assemblies may be installed on various transport airplanes, certificated in any category, identified in but not limited to the airplanes included in Table 2 of this AD.

Table 1--Affected Oxygen Cylinder Assembly Part Numbers

Manufacturer	Part Nos.
AVOX Systems	*6350A34 series, 800112-03, 800112-10, 800112-13, 801293-03, 801307-00, 801307-01, 801307-02, 801307-03, 801307-07, 801307-09, 801307-23, 801307-24, 801365-04, 801365-14, 801375-00, 801977-05, *8915 series. (*For example, 6350A34-X-X or 8915XX-XX, where “X” denotes a part number digit).
B/E Aerospace	B43570-3, B43570-5, 176018-115, 176112-115, 176177-115, 176181-115, 176529-97.

Table 2--Affected Airplanes

Manufacturer	Model
Airbus	A300 B4-620, B4-622, B4-605R, and F4-605R airplanes.
	A310-203, -204, -221, -222, -304, and -324 airplanes.
	A318-111 and -112 airplanes.
	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
	A320-111, -211, -212, -214, -231, -232, and -233 airplanes.
	A321-111, -112, -131, -211, and -231 airplanes.
	A330-301, -321, and -322 airplanes.
	A340-211 and -212 airplanes.
	A340-311 and -312 airplanes.

The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body series airplanes; and 707-300, -300B, -300C, and -400 series airplanes.
	727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series airplanes.
	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series airplanes.
	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747- 400D, 747-400F, 747SR, and 747SP series airplanes.
	757-200, -200PF, -200CB, and -300 series airplanes.
	767-200, -300, -300F, and -400ER series airplanes.
	777-200, -200LR, -300, -300ER, and 777F series airplanes.
Gulfstream Aerospace Company	G-IV airplanes.
McDonnell Douglas Corporation	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC- 8-51, DC-8-52, DC-8-53, and DC-8-55 airplanes.
	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC- 9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes.
	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), and DC-10-40 airplanes.
	MD-10-10F and MD-10-30F airplanes.
	MD-11 and MD-11F airplanes.
	MD-88 airplanes.
	MD-90-30 airplanes.
Short Brothers	SD3-30, SD3-SHERPA, and SD3-60 SHERPA airplanes.

Subject

(d) Air Transport Association (ATA) of America Code 35: Oxygen.

Unsafe Condition

(e) This AD was prompted by the reported rupture of a high- pressure gaseous oxygen cylinder, which had insufficient strength characteristics due to improper heat treatment. The Federal Aviation Administration is issuing this AD to prevent an oxygen cylinder from rupturing, which, depending on the location, could result in structural damage and rapid decompression of the airplane, damage to adjacent essential flight equipment, deprivation of the necessary oxygen supply for the flightcrew, and injury to cabin occupants or maintenance or other support personnel.

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection

(g) Within 90 days after the effective date of this AD, inspect to determine the serial number of the oxygen cylinder assemblies installed in the airplane. The serial number is stamped into the steel cylinder near the neck. A review of airplane records is acceptable in lieu of this inspection if the serial numbers of the oxygen cylinder assemblies can be conclusively determined from that review. For any oxygen cylinder assembly that has a serial number identified in Table 3 of this AD: Remove it from the airplane before further flight.

Table 3--Affected Oxygen Cylinder Assembly Serial Numbers

Cylinder manufacturer	Affected serial Nos.
AVOX Systems	ST82307 through ST82309 inclusive. ST82335 through ST82378 inclusive. ST82385 through ST82506 inclusive, except for S/N ST82498, which ruptured. ST82550 through ST82606 inclusive. ST82617 through ST82626 inclusive. ST83896 through ST83905 inclusive. ST84209 through ST84218 inclusive. ST84224 through ST84236 inclusive. ST86138, ST86143, ST86145, ST86150, ST86169, ST86172, ST86177.
B/E Aerospace	ST86299 through ST86307 inclusive. K495120 through K495121 inclusive. K617383 through K617423 inclusive. K629573 through K629577 inclusive. K674451 through K674455 inclusive. K757064 through K757066 inclusive.

Parts Installation

(h) As of the effective date of this AD, no person may install, on any airplane, a United States Department of Transportation Type 3HT oxygen cylinder assembly that has a part number identified in Table 1 of this AD and a serial number identified in Table 3 of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Robert Hettman, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, Seattle Aircraft Certification Office, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6457; fax (425) 917-6590. Or, e-mail information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically refer to this AD.

Material Incorporated by Reference

(j) None.