AIRWORTHINESS BULLETIN

Service Difficulties identified with Oxygen Systems

AWB 35-004 **Issue** : 1
Date : 29 November 2012

1. Effectivity

All aircraft with installed oxygen systems.

2. Purpose

Increase operator awareness of service difficulties encountered with Oxygen System.

3. Background

Over the past year trends have been identified with oxygen systems service difficulties during maintenance. These trends have been identified by CASAs SDR database. These trends are comparable with SDRs from Federal Aviation Administration and Transport Canada.

The following oxygen system SDRs were found with various operators on the following difficulties:

- Lines and fittings found disconnected or blanked during inspections
- Warn or damaged components and fittings
- Kinked oxygen lines and hoses
- PSU doors not closed properly
- PSU door glued at hinges
- Unserviceable oxygen masks
- Incorrectly packed oxygen masks
- Discharged oxygen generators
- Overstrained oxygen hoses
- Oxygen fill line nuts cracked
- Cracked in-line oxygen flow indicators
- Missing information on part number identification label
- Contaminated oxygen masks
- Contaminated oxygen fittings
- Incorrect oxygen cylinder configuration
- Bent oxygen generator firing pins
- Leaking pilots oxygen regulators

A particular recurring service difficulty reported is trapped oxygen hoses between the PSU door and the mask stowage box. Care must be taken to ensure that the Oxygen masks and hoses are stowed correctly in accordance with the applicable AMM Task and that the Oxygen mask hoses are carefully positioned so they do not become caught during final closing of the door.

Figure 1 - Oxygen mask and hoses correctly positioned before closing PSU door

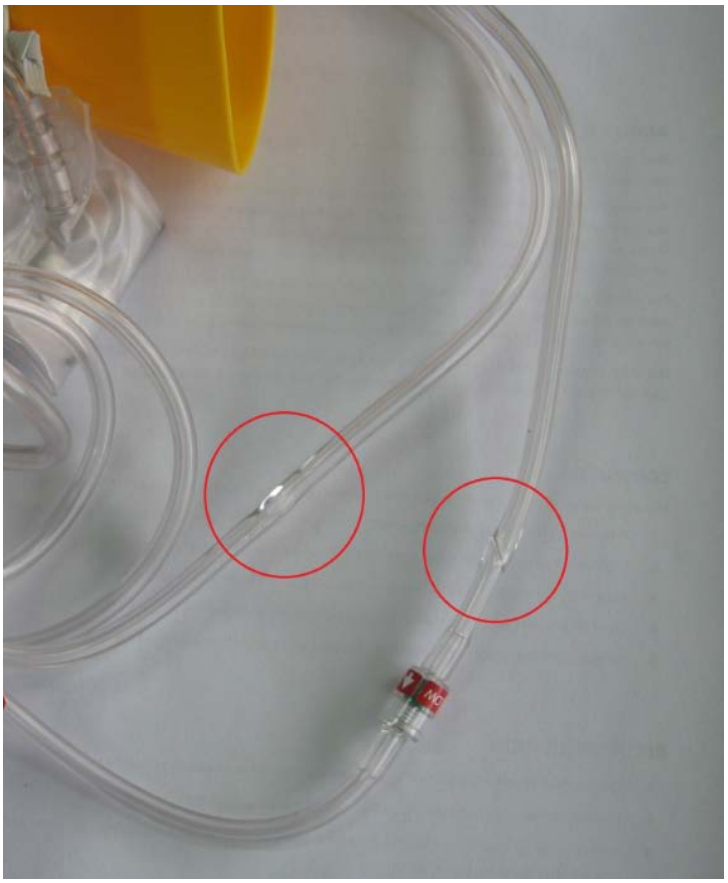

Figure 2 - Oxygen hoses showing kink damage

Oxygen Generator firing pins have also been found bent during inspections. It is unacceptable to re-straighten pins. Pins found bent must be replaced with the correct pin as stated in the IPC.

4. Recommendations

Maintainers need to follow maintenance instructions for oxygen systems. Any further information with oxygen system problems should be reported to CASA via the SDR process. This SDR has been raised to generate an awareness of service difficulties.

This AWB will be reviewed in December 2013 to determine any further action or cancellation of this AWB.

5. Reporting

Any issues related to oxygen system maintenance should be notified to CASA by the Service Difficulty Reporting (SDR) process.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

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Civil Aviation Safety Authority
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