



SAIB: NM-10-06

Date: October 20, 2009

SUBJ: Oxygen—Inspection of Third Crewmember Oxygen Hose

This is information only. Recommendations aren't mandatory.

Introduction

The Special Airworthiness Information Bulletin (SAIB) advises you, owners and operators of **Bombardier Model CL 600-2B19 (Regional Jet Series 100/200/440) aircraft with third crewmember oxygen hose systems installed**, with recommendations to conduct a one-time visual inspection of the third crewmember oxygen hose to ensure proper installation and condition of the oxygen flexible hose mounted behind the third crewmember stowage box assembly.

Background

While parked at the gate, following the application of ground power, a Bombardier Model CL-600-2B19 (CRJ-200) aircraft suffered a fire in the vicinity of the JB1 junction box assembly. The fire was fed by oxygen from a breach of the third crewmember oxygen supply installation, forward of the JB1 junction box. The two crewmembers on board were not injured.

Bombardier has issued Service Information Letter (SIL), CRJ100/200/440-SL-35-005, Revision A, dated 30 June 2009, to all affected operators with an inspection recommendation that provides interim inspection recommendations for a one-time visual inspection to ensure the integrity of the installation of the third crewmember oxygen flexible hose. Particular attention to this area should be taken to ensure no chafing or damage is present along the routing from the mask stowage box up to the aircraft connection behind the wardrobe.

Transport Canada Civil Aviation (TCCA) has issued a Service Difficulty Alert, Inspection of the Third Crewmember Oxygen Hose, No. AL-2009-05, dated July 16, 2009. As of the date of this publication, failure of the oxygen hose has not been determined to be the cause of the event, which remains under investigation by Bombardier and the National Transportation Safety Board (NTSB).

In the absence of any conclusive findings at this time, this airworthiness concern is not an unsafe condition that would warrant AD action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39. Upon further findings of the investigation and determination of the cause of the event, we will evaluate if AD action is warranted at that time.

Recommendations

We recommend that all owners and operators comply with actions outlined in Bombardier SIL CRJ100/200/440-SL-35-005, Revision A, dated 30 June 2009, and conduct a one-time visual inspection of the third crewmember oxygen flexible hose for general condition, damage and security of installation. Any damaged hose should be replaced in accordance with the Aircraft Maintenance Manual.

We request that any abnormal findings be brought to the attention of Bombardier, and damaged hoses should be forwarded to Bombardier for examination.

For Further Information Contact

FAA, Christopher Alfano, Aerospace Engineer, NYACO, ANE-171, 1600 Stewart Ave, Suite 410, Westbury, N.Y. 11590; phone: (516) 228-7340; fax: (516) 794-5531; e-mail: christopher.alfano@faa.gov.

Transport Canada Civil Aviation, Paul Jones, Manager, Corrective Action, Accident / Incidents Investigations, Continuing Airworthiness, Aircraft Certification, Place de Ville, Tower C (AARDG), 330 Sparks Street, 2nd Floor, Ottawa, Ontario, K1A 0N5, phone: (613) 952-4431, fax: (613) 996-9178, e-mail: paul.jones@tc.gc.ca

For Related Service Information Contact

Bombardier Aerospace, 13100 Blvd. Henri-Fabre Mirabel, Quebec, Canada. J7C 3C6 Attn. Christian Holzl, Mail Stop: SO629-1485-02; phone: (514) 855-8500; fax: (514) 855-8501; e-mail: thd.crj@aero.bombardier.com.