U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

InFO 12013
DATE: 8/9/12

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Airworthiness Directive (AD) 2012-11-09 on Lavatory Oxygen Installation

Purpose: This InFO explains the intent and effect of the 'approval process' requirements of AD 2012-11-09 for lavatory oxygen installations, as well as the relationship to Special Federal Aviation Regulation (SFAR) 111.

Background: On March 8, 2011, the Federal Aviation Administration (FAA) published AD 2011-04-09. The AD required that chemical oxygen generators (COG) installed inside of lavatories on certain transport category airplanes be rendered inoperative. The AD was prompted by discovery of a security vulnerability that, if exploited, could cause a hazard to the airplane. Because the AD resulted in a noncompliance with other regulations, the AD contained a provision in paragraph (h), to permit operation notwithstanding those other requirements. The AD also stated that it would be in effect until superseded by other rulemaking.

In addition, on March 8, 2011, the FAA issued SFAR 111. The SFAR contained several provisions to address the ramifications of AD 2011-04-09. The SFAR extended the regulatory relief to design approval holders and noted that any return to service with modifications required by AD 2011-04-09 must be recorded as having been done in accordance with the SFAR. The SFAR did not contain an expiration date, but noted that a 2-4 year period was anticipated.

Discussion: AD 2011-04-09 has been superseded by AD 2012-11-09. The new AD requires a terminating action to reinstall a supplemental oxygen system in the lavatories that were modified per AD 2011-04-09. This new AD also permits a different approval process depending on the method of compliance chosen.

If an operator does not use COGs to comply with the AD, paragraph (l) of the AD allows for a flexible approval process. In that case, the approval process for the installation of a supplemental oxygen system in a lavatory would be the same as if an applicant were to install a replacement supplemental oxygen system, or get an initial approval for a system. Thus, the AD permits the operator to use any method of FAA approval appropriate for the modification, including the use of a delegated organization. In addition, the AD permits the operator to get approval for deviations from service instructions without having to go through the 'alternative method of compliance' process. We expect that the majority of these installations will require a supplemental type certificate (STC) as they affect several airplane systems and regulatory compliance issues. If an operator elects to comply with the new AD using COGs, then the AD states that the approval and compliance process would be no different than for any other AD. SFAR 111 will also be amended to be consistent with the AD, and include a termination consistent with the compliance date of the AD.

Recommended Action: Directors of Maintenance, Chief Mechanics, Aviation Maintenance Technicians and those in charge of Maintenance Training should familiarize themselves with the information contained within this InFO.

Contact: Questions or comments regarding this InFO should be directed to Jeff Gardlin, ANM-115, Transport Airplane Directorate, Transport Standards at (425) 227-2136.