

SAFETY INFORMATION COMMUNICATION

No. 1



Operations Division

SUBJECT: Information on precautions and corrective actions for operators of transport category aircraft equipped with drop-down oxygen masks provided with clip/retainers

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1. INTRODUCTION

FAA have identified a concern relating to the configuration of certain oxygen mask assemblies within passenger service units (PSUs).

2. SCOPE

- 2.1 Some transport category aircraft may be fitted with a type of passenger oxygen mask stowed within a **clip/retainer device** in the overhead passenger service unit (PSU).
- 2.2 Passengers may not be aware of the particular procedures for use of these masks, because announcements and demonstrations by cabin crew and passenger briefing cards may not accurately represent this type of mask assembly.
- 2.3 As a result, corrective actions have been identified, to ensure that passengers are getting the appropriate safety information.

3. CORRECTIVE ACTIONS:

- a) Revision of the Passenger Briefing Cards with the appropriate illustrations showing the removal of the oxygen mask from the clip.
- b) Equipping affected aircraft with a demo mask that includes a demo clip.
- c) Revision of the Cabin Crew Training Manuals, to include the appropriate information about the oxygen mask and its container, and the corrected demonstration procedure and announcement for passengers.
- d) Inclusion into the demonstration given to passengers, of the removal of the mask from the clip, along with the appropriate wording in the announcement.
- e) Revision of the automated announcement that is played on the PA system.
- f) Revision of the approved training program, including initial and recurrent cabin crew training courses, to comprise hands-on training on the oxygen mask configuration, including removing the mask from the container, and the appropriate wording in the announcement.
- g) Assurance that cabin crew receive hands-on training in removing the mask from the clip, as well as the corrected passenger demonstration announcement.

4. INFORMATION REGARDING DROP- DOWN OXYGEN MASKS PROVIDED WITH CLIP/RETAINERS

- 4.1 This new design PSU with the oxygen mask stowed inside a deployable clip/retainer may be installed on several makes and models of aircraft, either as original equipment or as a retrofit. To date, aircraft that are known to contain this design mask assembly via original equipment manufacturer (OEM) are: the ERJ 135/140/145, the ERJ-170, the Fokker 70 and 100, some MD-80/90s and DC-10s with interior retrofits, and the Bombardier CL-700/900. This list may not include all PSU installations containing mask assemblies with clip/retainer that are installed via OEM and does not address aircraft that may have mask assemblies with clip/retainers installed via a retrofit.

It would appear that the ERJ-190 and the ERJ-195 will also be fitted with the same system. (see photo No:2)

- 4.2 By design, this mask is stowed inside the overhead PSU within a plastic clip that is attached by its own lanyard to an anchor point in the PSU. The purpose of the clip/retainer is to facilitate both stowage and deployment of the mask. These clips are similar in appearance and purpose to clip/retainers that have been permanently installed in seat back PSUs. However, unlike those in seat back PSUs, the clip/retainers in the overhead PSUs are not fastened directly to the PSU. Rather, they are tethered to an anchor point in the PSU by lanyard. (see photo No:1)
- 4.3 When the passenger oxygen system is activated, two doors of the PSU open and the oxygen mask held in a clip/retainer falls and becomes available for use by the passenger. The mask itself is a normal passenger oxygen mask and is donned in the familiar manner. The lanyards on the mask and on the clip/retainer are of different lengths by design, with the shorter lanyard attached to the clip/retainer. During the fall from the PSU, the clip/retainer extends its lanyard and remains attached to the mask, thus not making the mask available for immediate use by the passenger. The passenger must first separate the mask from the clip/retainer. The

mask can then be used as described in current cabin attendant briefings and as depicted on current passenger briefing cards.

5. REFERENCE DOCUMENTATION

- Embraer 170/175/190/195 Flight Attendant Manual, Revision 3 – December 15, 2005
- FAA Flight Standards Notice - N 8000.297, issued on 3/28/2005, and cancelled on 3/28/2006
- TCCA Cabin Safety Standards – Information Bulletin No 2005 - 02 # 01

(see accompanying photos: Photo No 1; No 2; No 3)



PHOTO NO: 1

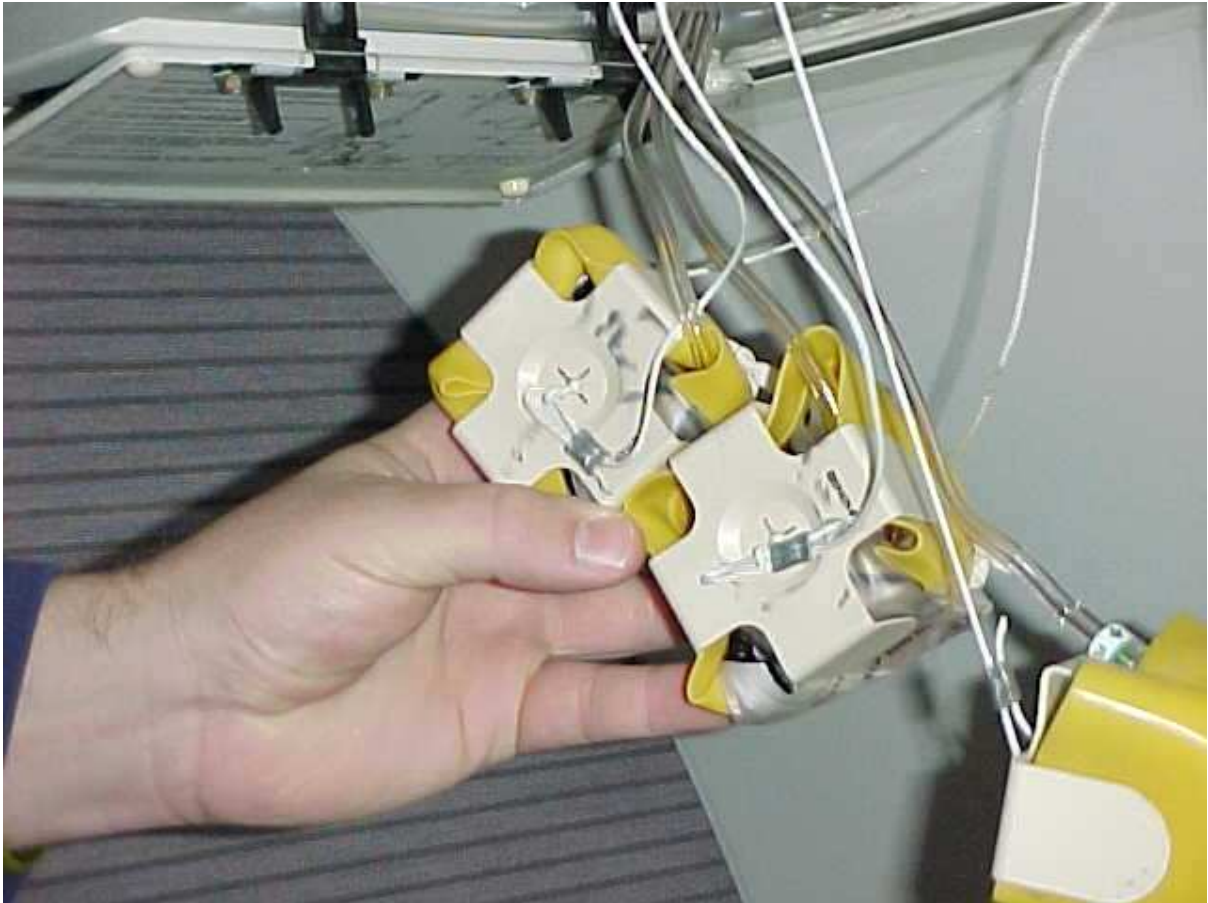


PHOTO NO: 2

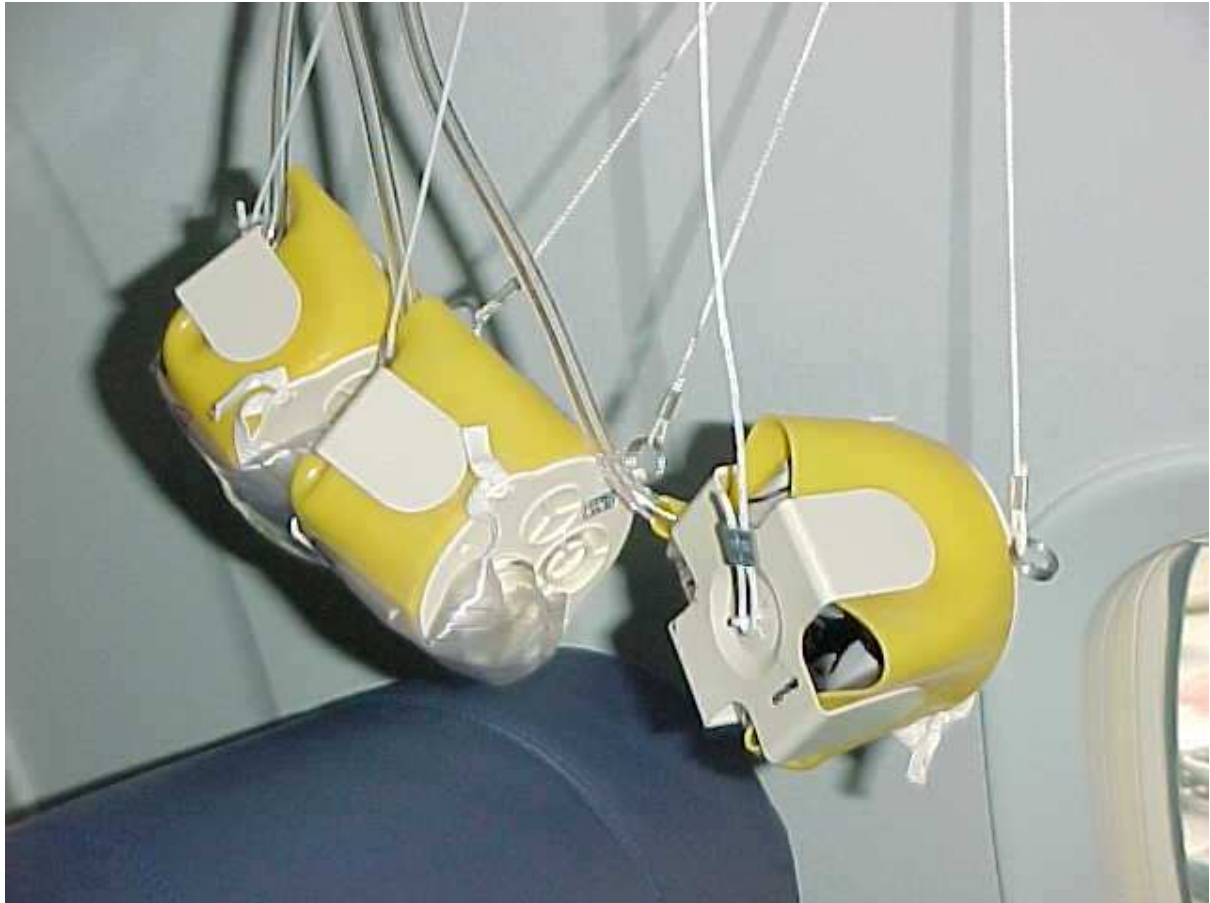


PHOTO NO: 3