

Airworthiness Directive Reading Exercise

November, 25th – 26th 2019

Note: More than one answer can be correct

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EASA AD Reading Exercise

Part 2, presented by:
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Reading of AD 2019-0114

Subject: This AD applies to certain A340 aeroplanes and requires a one-time detailed visual inspection (DVI) and high frequency eddy current (HFEC) inspection of the lower wing skin panels around fastener heads located on STR20A and STR21A, between Rib 3 and Rib 4 on LH and RH wing.

Operator case: No credit for actions accomplished before the AD was issued using the AOT.

[AD 2019-0114](#)

Reading of AD 2019-0114

Question 11: Was a Credit paragraph forgotten in the AD?

a. Yes. The AD will have to be re-published.

b. No. It is already there.

c. No. Credit cannot be given.

Reading of AD 2019-0114

Explanation:

The requested Credit already exists.

Actually for almost all EASA ADs, the sentence 'Required as indicated, unless accomplished previously' is present at the beginning of the RACT, giving credit for actions accomplished before issuance of an AD, provided these were done using the instructions referenced in the AD.

CREDIT ALWAYS PRESENT FOR ACTIONS ACCOMPLISHED USING SB REQUIRED BY AD



Reading of AD 2019-0272-E

Subject: This AD applies to EC120 B helicopters and requires repetitive inspections of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires repetitive replacement of the associated attachment bolts, washers, and nuts..

Operator case: I just replaced the TR hub body with a serviceable part (as defined in this AD) and the bolts, washers and nuts with new parts, following the inspection as required by paragraphs (1) and (2). Now, in 15 FH, the next scheduled 1 000 FH maintenance is due.

[AD 2019-0272-E](#)

Reading of AD 2019-0272-E

Question 12: Do I have to replace again the bolts, washers and nuts with new parts?

a. Yes.

b. No.

c. No. AD is unclear.

Reading of AD 2019-0272-E

Explanation:

The replacement as required by paragraph (4) must be done during each 'scheduled 1000-FH inspection'.

Therefore, as specified in the AD, no Credit can be taken for replacement done outside of 'scheduled 1000-FH inspection'.

EACH AD PARAGRAPH IS POSSIBLY REQUIRED

Reading of AD 2019-0235

Subject: This AD applies to certain ACR Electronics (ARTEX) ELT units and requires (depending on installation and history) repetitive testing and modification.

Operator case: Other accomplishment instructions than the ones mentioned in the AD are available.

[AD 2019-0235](#)

Reading of AD 2019-0235

Question 13: Can instructions other than the ones mentioned in the AD be used?

a. Yes.

b. No.

c. AD is unclear.

Reading of AD 2019-0235

Explanation:

That AD does not require using the ACR installation manual to accomplish the inspection as required by paragraph 1.1 and 1.2; the AD allows using that manual.

Consequently, different instructions could be acceptable for compliance with those requirements, provided the local airworthiness authority (NAA), which is responsible for AD enforcement, has no objections. It is recommended to seek NAA advice.

NAA ARE RESPONSIBLE FOR AD COMPLIANCE VERIFICATION

Reading of AD 2019-0226

Subject: This AD applies to certain Airbus A340 aeroplanes and requires replacement of certain centre landing gear (CLG) wheel axles.

Operator case: Affected axles need to be replaced by not affected axles within 6 years after the last known overhaul (date specified in Appendix 1 of the AD).

[AD 2019-0226](#)

Reading of AD 2019-0226

Question 14: What happens with affected axles removed from aircraft, or those in-shop or held as spare? Must these axles be scrapped, or is there any kind of restoration procedure (e.g. overhaul) to get these axles serviceable again?

- a. Scrapped.
- b. Will be refurbished.
- c. None of the above.

Reading of AD 2019-0226

Explanation:

- The intent is that all affected parts (certain centre landing gear wheel axles – see AD definition and Appendix 1) are to be scrapped locally, and the scrap certificate provided to SAFRAN Landing Systems retrofit team.
- As the AD applies to aircraft, the AD cannot require ‘off-aircraft’ actions: after installation of a replacement axle, as required by the AD (§2), the aircraft is ‘corrected’, which is the purpose of the AD.
- Paragraph (2) of the AD prohibits (re)installation of an affected part, which achieves the same result: parts cannot be (legally) installed.

AIRCRAFT-LEVEL AD NEVER REQUIRES ‘OFF-AIRCRAFT’ ACTION

Reading of AD 2018-0276R1

Subject: This AD applies to Airbus A330 aeroplanes and requires reinforce the various structural parts of the fuselage. Widespread Fatigue Damage.

Operator case: AD action 17 applicable on MSN 409.

[AD 2018-0276R1](#)

Reading of AD 2018-0276R1

Question 15: Is action 17 to be accomplished on MSN 409?

- a. This is specified in the applicable Airbus SB.
- b. That depends on aeroplane configuration.
- c. No.

Reading of AD 2018-0276R1

Explanation:

Airbus SBs define Groups of aeroplanes depending on aeroplane configuration.

MSN are identified in the SB, based on aeroplanes configuration at the time of first delivery.

For some actions, certain Groups (configurations, MSN) are in the SB but, in case no unsafe condition can develop if this is not accomplished, the AD does not require that action on those MSN.

It is recommended to directly contact Airbus, which can provide support for final determination.

Reading of AD 2019-0193

Subject: This AD applies to Leonardo AW169 and AW189 helicopters, requires accomplishment of several actions on the Tail Rotor Duplex Bearing.

Operator case: Leonardo ASB 189-237 was issued at revision A, with actions which could appear as new actions to be accomplished.

[AD 2019-0193](#)

Reading of AD 2019-0193

Question 16: Is EASA AD 2019-0193 going to be amended ??

a. No.

b. Depends on SB content/changes.

c. Yes.

Reading of AD 2019-0193

Explanation:

The new actions as specified in the Leonardo SB at Revision A were inserted to facilitate maintenance.

Based on that, Leonardo SB at Revision A is acceptable and there is no need to amend the AD as the 'Reference Publications' section' of the AD states that:

'The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD'.

LATER APPROVED REVISIONS OF AN SB REQUIRED BY EASA AD ARE ACCEPTABLE



Reading of AD 2019-0031

Subject: This AD applies to certain Airbus A330 aeroplanes and requires replacement of each hydraulic pressure tube assembly with serviceable (improved) part.

Operator case: This AD is connected to EASA AD 2017-0041. The operator consider that it should have been superseded by EASA AD 2019-0031.

[AD 2019-0031](#)

[AD 2017-0041](#)

Question 17: Should this AD have superseded EASA AD 2017-0041?

a. No.

b. Yes, it was simply forgotten.

c. Yes, it will be done at the next opportunity.

Reading of AD 2019-0031

Explanation:

It was an EASA decision not to supersede EASA AD 2017-0041.

It could have been possible if the requirements of EASA AD 2017-0041 would have been retained in EASA AD 2019-0031.

It was decided not to do that, as the integration of the 2 ADs would have led to a too complex single AD.

RELATED ADs: FOLLOWING AD DOES NOT NECESSARILY SUPERSEDE PREVIOUS ONE



Reading of AD 2018-0049R1

Subject: This AD applies to Rolls-Royce Trent 700 engines, requires repetitive inspections of IPC rotor shafts and balance weights.

Operator case: Our engine is post RR SB RB.211-72-AG402. Our concern is mainly para (4) of the AD (for not exposed area), to do an in-shop visual borescope inspection, by using the instructions of the NMSB RB.211-72-AG270 Rev 5.

[AD 2018-0049R1](#)

Reading of AD 2018-0049R1

Question 18: Is such in-shop action required by paragraph (4) of the AD?

a. No.

b. RR SB RB.211-72-AG402 is not required by the AD.

c. Yes.

Reading of AD 2018-0049R1

Explanation:

Paragraph (4) does not contain any compliance time and is therefore not a requirement.

Only paragraphs (1), (5) and (6) are required.

In addition, the engine is post-mod/SB 72-AG402 which is terminating action for the AD.

AD PARAGRAPH DOES NOT CONTAIN A COMPLIANCE TIME: PARAGRAPH NOT REQUIRED



Reading of AD 2018-0277

Subject: This AD applies to Dassault Falcon 7X aeroplanes and requires implementation of the latest ALS revision.

Operator case: We have confirmation of compliance with para 3 of AD 2018-0277 (Revise Approved AMP, so the aircraft is actively following Rev 7 of F7X AMM Ch. 05-40. The wording of §§(1.1) and (1.2), however, cannot be signed off and must remain in an open status till all applicable tasks and all applicable components have been accomplished.

[AD 2018-0277](#)

Reading of AD 2018-0277

Question 19: Is the operator's understanding correct – the main requirements (§§ 1.1 and 1.2) remain open through the life of the aircraft?

a. Yes.

b. No.

c. AD is unclear.

Reading of AD 2018-0277

Explanation:

The AD is clear. As soon as the tasks are in the AMP, the AD can be marked 'complied with'. This is specified in paragraph (5):

'Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.'

Compliance with this AD is ensured through compliance with the approved AMP.

ALS AD: NO 'AD' ACTIONS AFTER AMP IS UPDATED & APPROVED



Reading of AD 2019-0026

Subject: This AD applies to Airbus A330 and A340 aeroplanes and requires a one-time DET and SDI of the aft lug of certain slat tracks.

Operator case: Sequence of instructions in applicable inspection SB A330-57-3144R00 referred by subject AD is to check (by reading data plate or alternately measuring aft lug upper thickness) if an affected P/N is installed. Then, if affected P/N installed (Group 1 airplane), perform DET and SDI as mandated by subject AD (§1). There is no threshold available in AD to establish if an airplane is Group 1 or 2.

[AD 2019-0026](#)

Reading of AD 2019-0026

Question 20: How and 'when' do we determine if an affected P/N is installed in-service, noting that there is no maintenance records review option available in AD?

- a. Inspection is required, implied by §(1) and the SB.
- b. No inspection is required.
- c. Any adequate identification method is acceptable.

Reading of AD 2019-0026

Explanation:

The AD requires inspections (DET and SDI) of the aft lug of each affected part.

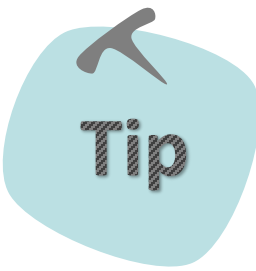
The method and moment of determination whether an affected part is installed or not is at the discretion of the operator.

But keep in mind the compliance time for the inspection, 24 months after the effective date of the AD.

INSPECTION FOR IDENTIFICATION, IF PRESENT IN SB, ARE NOT NECESSARILY REQUIRED BY AD



Comments and Questions



Before sending any ‘continued airworthiness’ question to EASA, please review our [AD Homepage](#) and our [AD FAQ](#).

For submitting your comments on a Proposed AD, click on  “send comment” just below the subject/description.

For specific or general continued airworthiness (AD, SIB, etc.) questions, contact the EASA Programming and Continued Airworthiness Information (PCAI) Section at ads@easa.europa.eu.

Thank you for your participation!

For any (further) questions,
please provide these during the Q&A session at the end of the AD Workshop,
or submit these in Slido during the Workshop.

If there is insufficient time during the Q&A for all questions,
EASA will provide a written answer after the AD Workshop.

E-mail ads@easa.europa.eu

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