



EASA

European Aviation Safety Agency

Airworthiness Directive Reading Exercise

Note: more than one answer can be correct

Paul van Eenige
Senior Safety Information Officer
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AD Reading Exercise

**“We can be absolutely certain
only about things we do not understand”**
[Eric Hoffer]

Review our [AD Homepage](#) and [AD FAQ](#)



Operator Comment

- An EASA AD permits use of later revisions of the referenced documents (e.g. SB) which are “acceptable for compliance with the requirements of this AD”. Does this mean the AD permits use of a revised (=Part 21 approved data), which deviate from the AD (e.g. extended compliance time), without applying for an AMOC?
- What would your reply be?



Reading of AD 2015-0119

This AD applies to certain Airbus LR aircraft and requires replacement of old (manufactured between 1999 and 2008) chemical oxygen generators, as well as imposing a life limit of 10 years for all generators manufactured in 2009 or later.

[AD 2015-0119](#)



Reading of AD 2015-0119

Question: Is it required to report the results of each activation of the removed units?

- Yes, this is specified in the applicable Airbus AOT.
- No, this is not required.
- Yes, this is required by paragraph (2) of the AD.

AD 2015-0119



Reading of AD 2016-0173-E

This AD applies to Leonardo (Agusta) A109/AW109 and A119/AW119 helicopters and requires implementation of a life limit for certain tail rotor (TR) blade retention bolts.

Case description: Operator notes that the AD requires, “before exceeding the life limit [] or within 25 FH after the effective date of this AD, whichever occurs later, replace each affected bolt...”. It seems that the AD is more restrictive than the SB (BT), to require replacement without considering TR bolts actual service life achieved.

AD 2016-0173-E



Reading of AD 2016-0173-E

Question: Am I required to replace the bolts within the next 25 FH?

- Yes, this is required.
- No, before exceeding the life limit.
- Yes, but only for helicopters with less than 3,200 landings.

AD 2016-0173-E



Reading of AD 2016-0227

This AD applies to Rolls-Royce RB211 Trent 500 engines and requires on-wing and in-shop repetitive inspections of low pressure fuel tubes, clips and fuel-to-oil heat exchanger (FOHE) mounts.

Case description: Some engines have been inspected i.a.w. Revision 1 or Revision 2 of SB 73-AG948.

[AD 2016-0227](#)



Reading of AD 2016-0227

Question: Are these engine compliant with the requirements of this AD?

- No, the AD does not give credit.
- Yes.
- Not relevant.

AD 2016-0227



Reading of AD 2014-0219

This AD applies to Airbus LR aircraft and requires modification of certain P/N trimmable horizontal stabilizer actuators (THSA) by installing a checkable shear pin (CSP), as well as modification of the THSA-aircraft interface by installing an electrical wiring harness.

[AD 2014-0219](#)



Reading of AD 2014-0219

Question: My a/c has a new THSA installed, P/N 47-172-540. Do I have to comply with this AD?

- No, THSA P/N 47-172-540 is not mentioned in the AD – no action is required.
- Yes, the Applicability of the AD is all MSN.
- No, this new THSA does need to be inspected as required by paragraph (1).

[AD 2014-0219](#)



Reading of AD 2016-0141

This AD applies to Rolls-Royce Trent 700 engines, known to be installed on A330 aeroplanes, and requires repetitive inspections of certain low pressure compressor blades.

Case description: Operator notes that §(3) of the AD allows taking credit for the initial inspection, if per the NMSB or Engine Manual (EM), and if accomplished before 18 February 2014. Paragraph (2) states that inspections per EM are acceptable for the repeat inspections. Operator has done initial inspection per EM after 18 February 2014.

AD 2016-0141



Reading of AD 2016-0141

Question: Can I take credit for my initial inspection per EM, accomplished after 18 February 2014?

➤ Yes.

➤ No.

➤ There is no need to take credit.

[AD 2016-0141](#)



Reading of AD 2016-0188

This AD applies to certain Airbus LR aircraft and requires repetitive inspections of FWD and AFT cargo doors' frame fork/head and outer skin areas, and reinforcement of the each cargo door frame structure, which is terminating action for the repetitive inspections.

Case description: The commenter's a/c is post-mod (as defined in Note 3 of the AD) and an inspection was done when an AFT cargo door had accumulated 9 708 FC.

[AD 2016-0188](#)



Reading of AD 2016-0188

Question: When is the next inspection due, as required by this AD?

- Within 1 400 FC after that inspection.
- Before the door accumulates 12 000 FC.
- If no finding was made during the inspection (at 9 708 FC), no further action is required.

AD 2016-0188



Reading of AD 2015-0124R2

This AD applies to Airbus LR aircraft and requires modification or replacement of the certain flight control primary computers (FCPC). After that, the operational limitations, as previously required by EASA [AD 2010-0271](#), are no longer necessary and can be removed from the AFM.

[AD 2015-0124R2](#)



Reading of AD 2015-0124R2

Question: When must I report the change of aeroplane configuration to Airbus?

- At the discretion of the operator.
- Before next flight after modification.
- There is no reporting requirement in the AD.

[AD 2015-0124R2](#)



Reading of AD 2016-0207

This AD applies to Airbus A330 aircraft and requires certain modifications to prevent widespread fatigue damage (WFD). The AD has an 'action' number for each SB/mod. Various structural parts and areas can be affected, but not each action is required for each aircraft.

Case description: The aeroplane is Group 33E (as defined in Table 1 of the AD) for which Airbus SB A330-53-3236 Rev 02 provides the following compliance times: SR: 44 500FC / 133 500FH, or LR: 36 600FC / 246 800FH.

AD 2016-0207



Reading of AD 2016-0207

Question: Am I required to modify my aeroplane per SB A330-53-3236 Rev 02?

- No.
- Yes, within the applicable compliance times of the SB.
- The AD does not specify.

[AD 2016-0207](#)



Reading of AD 2016-0184

This AD applies to Airbus SA aircraft and requires repetitive inspections of the trimmable horizontal stabilizer actuator (THSA) and to impose a new life limit for those THSA.

Case 1: THSA was repaired i.a.w. CMM and then stored as spare.

Case 2: THSA was repaired i.a.w. CMM on 01 January 2016 (it had accumulated 20 000 FH / 15 000 FC at the time) and then re-installed on 01 March 2016.

[AD 2016-0184](#)



Reading of AD 2016-0184

Question: When is the next THSA inspection due?

- Within 24 months after installation on aeroplane.
- Within 24 months after the repair.
- Before exceeding 48 000 FH or 30 000 FC, whichever occurs first.

[AD 2016-0184](#)



Reading of AD 2012-0175R2

This AD applies to Airbus SA aircraft and requires repetitive inspections of the ballscrew lower splines of certain trimmable horizontal stabilizer actuators (THSA).

Case description: THSA was inspected when it had accumulated 19.8 years since new (first installation on aircraft). At that time, R1 of the AD was valid, which specified a threshold for the initial inspection of “before accumulating 22 years, but not before 20 years since THSA first flight”.

[AD 2012-0175R2](#)



Reading of AD 2012-0175R2

Question 1: Can I take credit for this inspection, being the initial inspection as required by the AD?

- No, first inspection must be within 24 months after accumulating 20 years since new.
- Yes, it was accomplished before 22 years.
- No; original AD and R1 stated “but not before 20 years”.

[AD 2012-0175R2](#)



Reading of AD 2012-0175R2

Question 2: When is the next inspection due?

- Within 2 years (24 months) after the latest inspection.
- Before the THSA accumulates 22 years.

[AD 2012-0175R2](#)



Reading of AD 2016-0221

This AD applies to certain Enstrom helicopters and requires repetitive magnetic particle inspections (MPI) of spindles to detect cracks.

Case description: The spindle was removed from the helicopter and sent to a lab to accomplish the MPI.

[AD 2016-0221](#)



Reading of AD 2016-0221

Question: Is my helicopter grounded until the spindle returns from the lab after passing an MPI?

- No, the AD does not require this.
- Yes, the AD requires removing the spindle to accomplish an MPI.
- The AD does not specify.

[AD 2016-0221](#)



Reading of AD 2016-0180

This AD applies to EC120 helicopters and requires amendment of the Rotorcraft Flight Manual (RFM) and repetitive functional checks of the “FLOAT ARM” pushbutton of the Lighting / Ancillary Control Unit (LACU) .

Case description: Owner states that he does not operate the helicopter over water and it does not have an “affected LACU” installed.

[AD 2016-0180](#)



Reading of AD 2016-0180

Question: Do I have to comply with this AD?

- Yes, but only when an “affected LACU” is introduced.
- No, because the unsafe condition cannot occur on my helicopter.
- Yes, Applicability is defined as “all s/n”.

[AD 2016-0180](#)



Reading of AD 2016-0164

This AD applies to certain Zodiac (formerly SICMA) cabin attendant seats and requires repetitive visual inspections. Corrective action, when cracks are found, is to replace the seat pan.

Case description: After AD issuance, the SB was revised, adding reference to a new P/N seat pan. The SB states that after installation of that part, a seat does not have to be inspected anymore.

[AD 2016-0164](#)



Reading of AD 2016-0164

Question: Do I have to continue inspecting the seat after installation of the new seat pan?

- No, using the revised SB is acceptable, including the terminating action.
- Yes, but first inspection is required within 2,500 FC after installation of the new seat pan.
- Yes, at intervals not to exceed 100 FC.

[AD 2016-0164](#)



Reading of PAD 16-152

This PAD applies to certain IPECO seats and proposes to require modification of the seat and re-identification with a new P/N.

Case description: ATR published SB ATR42-25-0191 and SB ATR72-25-1157, which refer to the IPECO SBs mentioned in the PAD. An ATR operator wants to use (or has used) the ATR SB to comply with the (future) AD.

PAD 16-152



Reading of PAD 16-152

Question: Would that be an acceptable method to be compliant with the Final AD?

- Yes.
- No, the AD applies to seat(s), irrespective of whether (or where) they are installed.
- As this is not the 'required' method, the operator could apply for an AMOC.

[PAD 16-152](#)



European Operator Question

A European operator requested clarification about AMC M.A.305(d), related to AD status.

What is the date which must be included for the aircraft when a particular AD refers to installation of a new P/N component?

Note: The aircraft are Embraer EMB-190 and the affected AD is [2016-12-14](#).

➤ What would your reply be?



IMPORTANT: Commenting on ADs

EASA always appreciate your comment(s), but we would prefer to receive this during the public consultation phase of the PAD which precedes the Final AD.

Feedback received during PAD consultation allows us to avoid errors and improve the readability of our ADs.

We publish answers to PAD comments and queries in a CRD, which may assist other operators in understanding our ADs. Note that on our [website](#), you can subscribe to e-mail notification of all new PADs (see [User Guide](#)).



EASA
European Aviation Safety Agency

Thank you for your participation!

Any questions?

E-mail ads@easa.europa.eu

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