



# EASA

European Aviation Safety Agency

# Airworthiness Directive Reading Exercise

**Note: More than one answer can be correct**

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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

**Subject:** 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 revised (= Part 21 approved) data which deviates from the AD (e.g. extended compliance time), without applying for an AMOC?

➤ **Question: What would your reply be?**



# EASA position on 'later approved' SB

**EASA answer:** EASA [PR.CAP.0001](#) (procedure for CA) clearly outlines that, when a TC holder revises an SB (for which an AD exists) and changes are made that affect

- Applicability
- Compliance Time, or
- Required Action(s),

AD action (revision, supersedure, etc.) will follow.

Any other changes to a 'mandatory' SB would allow the use of that SB without the need for an AMOC application.



# Reading of AD 2015-0119

**Subject:** 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

**Subject:** 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

**Subject:** 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 engines 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

**Subject:** 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

**Subject:** 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

**Subject:** 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

**Subject:** 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

**Subject:** 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: 44 500 FC / 133 500 FH, or LR: 36 600 FC / 246 800 FH.*

[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

**Subject:** 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

**Subject:** 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

**Subject:** 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

**Subject:** 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

**Subject:** 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

**Subject:** 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?

➤ As this is not the 'required' method, the operator could apply for an AMOC.

➤ Yes.

➤ No, the AD applies to seat(s), irrespective of whether (or where) they are installed.

[PAD 16-152](#)



# European Operator Question

**Subject:** 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?**



# EASA Position on AD Status List

**EASA answer:** AD compliance date is when new P/N (required) valve was installed, i.e. moment of modification of the aircraft.

As long as the a/c receives the same P/N (no mod), only record the maintenance action (replacement).

In case a 'later approved' P/N is installed (which is allowed, under certain conditions), ensure that this is done as specified in the AD, so including a ref. to the AD would be appropriate.



# More on AD Status List

AMC M.A.714 specifies that the intent is to keep “continuing airworthiness records in a form acceptable to the competent authority”. This implies that (apart from EASA opinion) the content of the AD Status list is determined by the State of Registry of the aircraft.

*Note: FAA [AD 2016-12-14](#) is not a ‘State of Design’ AD for the aircraft to which it applies (EMB-170/-190) and therefore **not adopted by EASA and not required for aircraft registered in Europe**; see [AD 2015-02-02](#).*



# IMPORTANT: Commenting on ADs

EASA always appreciate your comment(s), but we would prefer to receive them 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](mailto:ads@easa.europa.eu)

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