



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT


## **AD Reading Exercise**

Paul van Eenige

EASA Safety Information Officer


Please note:

The exercises below will soon  
be published with explanations  
on best answers.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0090R1</b></p> <p><b>Date: 13 July 2011</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Intertechnique Aircraft Systems</p>	<p><b>Type/Model designation(s) :</b></p> <p>Oxygen Mask Regulators</p>
<p>ETSO (JTSO) Authorisations: EASA 21O.10018226 and EASA 21O.10033672; DGAC France QAC 54538/SFACT/TC, F.O.001, F.O.007 and F.O.073.</p>	
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2011-0090 dated 18 May 2011, including the correction dated 24 May 2011.
<b>ATA 35</b>	<b>Oxygen – Oxygen Mask Regulator Inflatable Harness – Identification / Replacement</b>
Manufacturer(s):	Intertechnique (part of Zodiac Aerospace), EROS
Applicability:	<p>Flight Crew Oxygen Masks Regulators, all Part Number (P/N) MA10, MC10, MC20, MF10, MF20, MLC20, MLD20, MRA005, MRA022 and MRA023 series.</p> <p>The affected Flight Crew Oxygen Masks Regulators are known to be installed on, but not limited to, aeroplanes manufactured by Airbus, ATR, BAE Systems (formerly British Aerospace), Boeing, Bombardier (formerly Canadair, De Havilland Canada), Cessna, Dassault, EADS CASA, EMBRAER, Gulfstream, Hawker Beechcraft (formerly Raytheon, Beech), Israel Aircraft Industries (IAI), McDonnell Douglas, Piaggio, Pilatus, Piper and SOCATA.</p>
Reason:	<p>A malfunction of a quick donning mask was reported to Intertechnique, who initiated an investigation in order to detect the root cause and the failure mode. Despite the fact that the analysis did not lead to any final conclusion, discrete suspected silicon batches have been identified which have shown an unusually high premature rupture rate.</p> <p>Some of the affected harnesses are known to have been delivered as spares. Consequently, an inflatable harness belonging to one of the suspect batches may have become installed on an Oxygen Mask Regulator, the serial number (s/n) or P/N of which is not identified in Appendix II of Intertechnique Service Bulletin (SB) MXH-35-240.</p> <p>This fact widens the Applicability of this AD to extend beyond the individual</p>


	<p>Oxygen Mask Regulators identified by s/n and P/N in Appendix II of the SB.</p> <p>This condition, if not detected and corrected, could lead, in case of a sudden depressurization event, to a harness rupture, thereby providing inadequate protection against hypoxia of the affected flight crew member, possibly resulting in unconsciousness and consequent reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires the identification and replacement of all potentially defective harnesses with serviceable units.</p> <p><b>Note 1:</b> The affected batches were installed on harnesses manufactured between December 2008 and August 2010, having dates codes 0850S (week 50 of 2008) through 1031S (week 31 of 2010).</p> <p><b>Note 2:</b> Harness assemblies that do not have a batch code were manufactured before week 33 of 2008 and are not affected by this unsafe condition.</p> <p>This AD has been revised to correct a typographical error in the Applicability, which inadvertently referred to P/N MA10-12 masks, whereas in fact, all P/N MA10 series could have an affected harness installed. In addition, this revised AD corrects <b>Note 2</b> (above), which confused harness manufacturing date codes with the affected harnesses batch codes.</p> <p>This AD is also revised to make reference to the latest revisions of the referenced Inter technique service publications which identify by s/n and P/N, in Appendix II of the SB, more oxygen mask regulators that are known or suspected to have an affected harness installed. Finally, this AD is revised to add a Note to the Required Actions section, to stress the fact that other oxygen mask regulators could be affected, in addition to those listed in Appendix II of the SB.</p>
Effective Date:	<p>Revision 1: 27 July 2011</p> <p>Original issue: 01 June 2011</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 24 months after 01 June 2011 [the effective date of the original issue of this AD], accomplish the following actions in accordance with Section 3 Accomplishment Instructions of Inter technique SB MXH-35-240 at Revision 2 (or a later revision) on all affected aeroplanes, except for <b>Bombardier* aeroplanes</b>, to which paragraph (4) applies:</p> <p>(1.1) Inspect the inflatable harness fitted to each Flight Crew Oxygen Mask Regulator that is installed in the aeroplane to identify the P/N and batch number of that harness.</p> <p>(1.2) If the P/N and batch number, identified as required by paragraph (1.1) of this AD, are listed in Appendix I of Inter technique SB MXH-35-240, remove the inflatable harness from the mask regulator and replace it with a serviceable harness.</p> <p>* For the purpose of this AD, <b>Bombardier aeroplanes</b> include aeroplanes previously manufactured by Canadair or by De Havilland Canada.</p> <p>(2) Oxygen mask regulators with a date of manufacturing (DMF) code of November 2008 (112008 or 11-08) or earlier, and those with a DMF of January 2011 (012011 or 01-11) or later, are excluded from the inspection and replacement requirements of paragraph (1) of this AD, provided it can be demonstrated that the inflatable harness has not been replaced on those masks. A review of aeroplane delivery- or maintenance records is acceptable to make the determination as specified in this paragraph, provided those records can be relied upon for that purpose, and the DMF of the Oxygen Mask Regulator can be conclusively identified from that review.</p>

	<p>(3) After the effective date of this AD, do not install a Flight Crew Oxygen Mask Regulator on an aeroplane, unless it has been determined that the P/N and batch number of the inflatable harness fitted to the Oxygen Mask Regulator is not listed in Appendix I of Intertechnique SB MXH-35-240. This determination can be made by following the flow chart contained in Section 3 Accomplishment Instructions of Intertechnique SB MXH-35-240.</p> <p>Note: Making reference only to Appendix II of the SB to identify a specific oxygen mask regulator, is insufficient to demonstrate that the inflatable harness fitted to that oxygen mask regulator is not listed in Appendix I of Intertechnique SB MXH-35-240.</p> <p>(4) For <b>Bombardier aeroplanes</b>, the instructions of Intertechnique SB MXH-35-241 (or a later revision) must be used to comply with the requirements of paragraph (1) and (3) of this AD.</p>
Ref. Publications:	<p>Intertechnique SB MXH-35-240, currently at Revision 4 dated 10 June 2011.</p> <p>Intertechnique SB MXH-35-241, currently at Revision 2 dated 19 May 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 18 March 2011 as PAD 11-031 for consultation until 15 April 2011 and republished on 12 April 2011 as PAD 11-031R1 for extended consultation until 29 April 2011. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  INTERTECHNIQUE, 61 rue Pierre Curie BP 1, 78373 PLAISIR CEDEX FRANCE, Telephone +33 1 6134 1232, Fax +33 1 6486 6984, or contact  Mr. Yann Laine at ZODIAC SERVICES for documentation, Telephone +33 1 6486 6964, E-mail <a href="mailto:yann.laine@zodiacaerospace.com">yann.laine@zodiacaerospace.com</a>.  For all other issues (logistics, orders) refer to the applicable SB.</li> </ol>

EASA	AD WORKSHOP QUESTION SHEET
	<p><b>AD No.: 2011-00090R1</b></p>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: My aircraft (e.g. early Jetstream) was manufactured by Scottish Aviation. Does the AD apply to my aircraft?</p> <p><input type="checkbox"/> No, that aircraft manufacturer is not listed in the AD Applicability</p> <p><input type="checkbox"/> Yes, if an affected oxygen mask is fitted on my aircraft – AD lists ‘known’ manufacturers, but is ‘not limited to’ aircraft of those manufacturers.</p> <p><input type="checkbox"/> No, because my aircraft is not fitted with an affected oxygen mask.</p>	
<p>Question 2: My aircraft is recorded as being ‘compliant’ with the AD at original issue. Do I have to comply with the AD (again) at Revision 1?</p> <p><input type="checkbox"/> Yes, all actions have to be done again.</p> <p><input type="checkbox"/> No, compliance with the original AD is equal to compliance with a revised EASA AD.</p> <p><input type="checkbox"/> Yes. This AD cannot be ‘complied with’ in the traditional meaning - § (3) contains a requirement ‘do not install’ that must be continued to comply with.</p>	
<p>Question 3: My aircraft was inspected (date: 10 December 2011) and both flight crew oxygen masks, as well as the third crew member mask were found to be affected (by harness batch number). When do I have to comply (i.e. replace or modify the mask assemblies) with the AD?</p> <p><input type="checkbox"/> Before next flight (after 10 December 2011).</p> <p><input type="checkbox"/> On 31 May 2013.</p> <p><input type="checkbox"/> At the earliest convenient moment, but not later than 31 May 2013 – AD compliance time is a reflection of the risk, not an invitation to delay corrective action until the end of the compliance time.</p>	


Question 4: The masks installed on my aircraft were inspected (P/N affected) but I could not find a batch code on the harnesses. Do the masks on my aircraft require 'corrective action'?

- ☐ Yes, all listed P/N mask assemblies must be corrected.
- ☐ No. Note 2 of the Reason specifies that "[Harness assemblies that do not have a batch code were manufactured before week 33 of 2008 and are not affected by this unsafe condition](#)".
- ☐ No, but § (3) indicates that spare masks (if any in stock) must be inspected and, if necessary, corrected, to prevent an 'affected' mask to be installed as replacement in future.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0123</b></p> <p><b>Date: 09 July 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption]	
<b>Type Approval Holder's Name :</b> CFM International SA	<b>Type/Model designation(s) :</b> CFM56-5 and -5B Engines
TCDS Number :	EASA.E.003 and EASA.E.067
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 73</b>	<b>Engine Fuel and Control – Hydro-Mechanical Units – Operational Limitation</b>
Manufacturer(s):	SNECMA, General Electric
Applicability:	<p>CFM International CFM56-5 and CFM56-5B engines, all Models, all serial numbers, when installed on an aeroplane operated under an air operator certificate issued by a national aviation authority of the Commonwealth of Independent States, i.e. Armenia, Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, Moldova, Russia, Tajikistan, Turkmenistan, Ukraine or Uzbekistan.</p> <p>These engines are known to be installed on, but not limited to, Airbus A318, A319, A320 and A321 aeroplanes.</p>
Reason:	<p>Over the past 18 months, some A320 family aeroplanes, operated predominantly using TS-1 fuel, have experienced in-flight shut downs (IFSD) resulting from hydro-mechanical unit (HMU) failures. TS-1 fuel is mainly supplied in countries belonging to the Commonwealth of Independent States.</p> <p>Investigation results have determined that these HMU failures were caused by corrosion and consequential seizure of the HMU delta-p valve. In addition, contaminants and corrosive catalysts have been detected within some TS-1 fuel samples.</p> <p>This condition, if not corrected, could lead to an increased IFSD rate, increasing the risk of an emergency landing, possibly resulting in damage to the aeroplane and injury to the occupants.</p> <p>For the reasons described above, this AD prohibits the operational use of an HMU which has exceeded a certain number of hours in service.</p>
Effective Date:	23 July 2012


<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) From 24 months after the effective date of this AD, do not operate an engine with an HMU that has accumulated more than 10 000 hours, to be determined in accordance with the following criteria, whichever occurs later, (a), (b) or (c): <ol style="list-style-type: none"> <li>(a) engine hours since new,</li> <li>(b) engine hours since last HMU overhaul,</li> <li>(c) engine hours since last HMU maintenance in accordance with Section 3 Accomplishment Instructions of CFM International SB CFM56-5B 73-0122 (any revision), or CFM International SB CFM56-5 73-0182 (any revision), as applicable to engine type.</li> </ol> </li> <li>(2) From the effective date of this AD, do not install an HMU on an engine, and do not install an engine on an aircraft, where the HMU accumulated time in service, determined as required by paragraph (1) of this AD, exceeds 10 000 engine hours.</li> <li>(3) The actions of paragraphs (1) and (2) of this AD are not required if it can be shown that the HMU has not been operated with more than 50% of TS-1 fuel during any 12-month period, either since new, since overhaul, or since last maintenance in accordance with Section 3 Accomplishment Instructions of CFM International SB CFM56-5B 73-0122 (any revision), or CFM International SB CFM56-5 73-0182 (any revision), as applicable to engine type, whichever occurs later.</li> </ol>
<p>Ref. Publications:</p>	<p>CFM International S.A. SB CFM56-5B 73-0122 Revision 8, and SB CFM56-5 73-0182 Revision 6, both dated 08 March 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 26 April 2012 as PAD 12-035 for consultation until 24 May 2012. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact CFM SA Customer Support Centre, Telephone : +33 1 64 14 88 66, Fax : +33 1 64 79 85 55 E-mail : <a href="mailto:snecma.csc@snecma.fr">snecma.csc@snecma.fr</a>, or CFM Inc. Aviation Operations Centre, Telephone: +1 513-552-3272, or +1 877-432-3272, E-mail : <a href="mailto:geae.aoc@ge.com">geae.aoc@ge.com</a>.</li> </ol>



<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<b>AD No.: 2012-0123</b>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: My aircraft is registered in Qatar. Does the AD apply to my aircraft?</p> <p><input type="checkbox"/> Yes, because it is fitted with CFM56-5 engines.</p> <p><input type="checkbox"/> No, because we never use TS-1 fuel.</p> <p><input type="checkbox"/> No, because my aircraft is not operated under an AOC issued by a CIS State.</p>	
<p>Question 2: Your NAA (e.g. State of Registry = CIS State) has determined you must comply with the AD. Can you actually do this?</p> <p><input type="checkbox"/> Yes, by regularly performing maintenance actions as specified in § (1)(c).</p> <p><input type="checkbox"/> Yes, by replacing each HMU before exceeding the limits specified in § (1).</p> <p><input type="checkbox"/> No, because my (leased) aircraft is not operated under an AOC issued by a CIS State.</p>	
<p>Question 3: I am about to install an engine, previously installed on an aircraft operated under an AOC issued by a CIS State, on my aircraft. Does the AD apply to this engine?</p> <p><input type="checkbox"/> Yes.</p> <p><input type="checkbox"/> No, because my aircraft is not operated under an AOC issued by a CIS State.</p> <p><input type="checkbox"/> No, although it would be advisable to request a copy of the service history of the aircraft on which the engine was previously installed – HMU maintenance, as specified in § (1)(c), could be recommended.</p>	

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2013-0127</b></p> <p><b>Date: 11 June 2013</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Change Approval Holder's Name:</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A340 aeroplanes</p>
TCDS Number:	EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2010-0036 dated 08 March 2010 and EASA AD 2008-0050 dated 04 March 2008.
<b>ATA 05</b>	<b>Time Limits and Maintenance Checks – Damage Tolerant Airworthiness Limitation Items – ALS Part 2 – Amendment</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all manufacturer serial numbers.
Reason:	<p>The Instructions for Continued Airworthiness (ICA) that have been specified as mandatory in approval of the type design for Airbus A340 aeroplanes are currently collected in the Airworthiness Limitations Section (ALS).</p> <p>The maintenance tasks for Damage Tolerant Airworthiness Limitation Items (DT ALI) and their respective airworthiness limitations were previously listed in Airbus A340 ALI Document reference AI/SE-M4/95A.0051/97. EASA issued AD 2010-0036 to require compliance with the mandatory maintenance tasks and airworthiness limitations as specified in the issue 11 of this document.</p> <p>The maintenance tasks for DT ALI and corresponding airworthiness limitations are now specified in Airbus A340 ALS Part 2, which is approved by the EASA. The Revision 01 of this ALS Part introduces more restrictive maintenance tasks and/or airworthiness limitations, including modifications to prevent the occurrence of widespread fatigue damage (WFD) on the affected aeroplanes. These modifications and corresponding airworthiness limitations (i.e. maximum embodiment points) are listed in a new Section 3.</p> <p>Failure to comply with the mandatory maintenance tasks or airworthiness limitations contained in this ALS Part revision could result in an unsafe condition.</p> <p>The new maintenance tasks 571123-01-01 and 571123-01-02 introduce the</p>

	<p>inspections of the frame foot junction with lateral frame previously required by EASA AD 2008-0050.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2010-0036 and those of EASA AD 2008-0050, which are superseded, and requires the implementation of the mandatory maintenance tasks and airworthiness limitations as specified in Airbus A340 ALS Part 2 Revision 01.</p>
Effective Date:	25 June 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> <li>(1) Except as specified in paragraph (2) of this AD, within the compliance times defined in the Record of Revisions (ROR) pages of the Airbus A340 ALS Part 2 Revision 01:  Comply with all applicable instructions and airworthiness limitations included in Sections 1 and 2 of Airbus A340 ALS Part 2 Revision 01, and the additional instructions specified in the Variation to Airbus A340 ALS Part 2 Revision 01, ref. 0FVLG120020/C0S issue 01.</li> <li>(2) Within the compliance times defined in Section 3 of Airbus A340 ALS Part 2 Revision 01, modify the aeroplane in accordance with the applicable instructions specified in Section 3 of Airbus A340 ALS Part 2 Revision 01.</li> <li>(3) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(3.1) Revising as follows the approved Aircraft Maintenance Programme (AMP), on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:  Incorporate all maintenance tasks and airworthiness limitations specified in Airbus A340 ALS Part 2 Revision 01 that are relevant to the model and weight variant, as defined in the Variation to Airbus A340 ALS Part 2 Revision 01 ref. 0FVLG120020/C0S issue 01, and</li> <li>(3.2) Complying with the approved AMP described in paragraph (3.1) of this AD.</li> </ol> </li> </ol>
Ref. Publications:	<p>Airbus A340 ALS Part 2 Revision 01 approved by EASA on 05 October 2012, including Variation ref. 0FVLG120020/C0S issue 01 approved by EASA on 23 November 2012.</p> <p>The use of later approved variations or revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 06 February 2013 as PAD 13-033 for consultation until 06 March 2013. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>


<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<b>AD No.: 2013-0127</b>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: My aircraft maintenance programme (AMP) was updated to incorporate the instructions and limitations of Airbus ALS Part 2 Revision 01. However, this is not yet approved by my State of Registry authority. Are my aircraft compliant with the AD?</p> <p><input type="checkbox"/> No, the AD requires you to accomplish each task (applicable instructions and airworthiness limitations).</p> <p><input type="checkbox"/> No, because some modifications (§ (2) of the AD) have not been done – not yet ‘due’.</p> <p><input type="checkbox"/> Yes, because § (3.1) states that revising the AMP is acceptable.</p>	
<p>Question 2: My AMP has been revised and approved. Does this demonstrate timely compliance with the AD?</p> <p><input type="checkbox"/> No, the AD does not require revising the AMP.</p> <p><input type="checkbox"/> Yes, even though § (3) of the AD does not have a compliance time. Regulation (EC) 2042/2003 Part M.A.302 requires that the AMP “shall be periodically reviewed and amended accordingly”.</p> <p><input type="checkbox"/> No, only compliance with AMP demonstrates compliance with the AD.</p>	
<p>Question 3: My aircraft are already compliant with superseded ADs 2010-0036 and 2008-0050. Do I have to accomplish those actions again, to comply with this AD?</p> <p><input type="checkbox"/> Yes, because the RACT section of the AD does not give credit for actions done per those ADs.</p> <p><input type="checkbox"/> No, the AD ‘retains the requirements’ of those ADs and the RACT section specifies that these actions are ‘required as indicated, unless previously accomplished’.</p> <p><input type="checkbox"/> No, only compliance with AMP demonstrates compliance with the AD.</p>	

Question 4: My aircraft has been modified by STC to a military freighter configuration. Does this mean the AD no longer applies to my aircraft?


- ☐ No, the AD applies, irrespective of configuration.
- ☐ Yes, because your aircraft is now classified as 'Annex II' – outside the scope of EASA.
- ☐ No, the AD applies (original aircraft still belongs to the civilian type design), unless the military authorities decide otherwise.

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-070</b></p> <p><b>Date: 07 June 2013</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A320 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	This AD supersedes DGAC France AD 2002-183 dated 03 April 2002.
<b>ATA 53</b>	<b>Fuselage – Center Fuselage Transition and Pick Up Angle – Inspection / Modification</b>
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	Airbus A320-111, A320-211, A320-212 and A320-231 aeroplanes, all manufacturer serial numbers, except those on which Airbus Modification 21202 has been embodied in production.
Reason:	<p>During the A320 fatigue test campaign, it has been determined that fatigue damage could appear on the transition and pick-up angle between Frame (FR) 35 and FR36.</p> <p>This condition, if not detected and corrected, could affect the structural integrity of the aeroplane.</p> <p>To address this potential unsafe condition, DGAC France issued AD 2002-183, to require repetitive inspections of the center fuselage pick-up angle between FR35 and FR36, below stringer 30, left hand (LH) and right hand (RH) sides, and, depending on findings, accomplishment of applicable corrective action(s).</p> <p>Since that AD was issued, a modification was developed, which has been published through Airbus Service Bulletin (SB) A320-53-1027 for in-service application, introducing additional washers below the riveting, which constitutes terminating action for the repetitive inspections.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 2002-183, which is superseded, and requires modification of the transition and pick-up angle between FR35 and FR36.</p>
Effective Date:	[TBD: 14 days after final AD issue date]


<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of DGAC France AD 2002-183 requirements:</b></p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 10 400 flight hours (FH) or 24 600 flight cycles (FC), whichever occurs first, inspect the center fuselage transition and pick-up angle between FR35 and FR36 below stringer 30 LH and RH hand side in accordance with the instructions of Airbus SB A320-53-1028 Revision 01.</p> <p style="text-align: center;">Table 1 – Initial Inspection</p> <table border="1" data-bbox="568 510 1461 824"> <thead> <tr> <th></th><th>Compliance Time (whichever occurs later, A, B or C)</th></tr> </thead> <tbody> <tr> <td><b>A</b></td><td>Before exceeding 10 400 FC or 24 600 FH, whichever occurs first since aeroplane first flight.</td></tr> <tr> <td><b>B</b></td><td>Within 3 500 FC after 13 April 2002 [the effective date of DGAC France AD 2002-183], but not exceeding 16 000 FC since aeroplane first flight.</td></tr> <tr> <td><b>C</b></td><td>Within 12 000 FC after the last inspection as previously required by DGAC France AD 95-097-065.</td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, fatigue damage is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Airbus SB A320-53-1028 Revision 01.</p> <p><b>New requirements of this AD:</b></p> <p>(3) Before accumulation of 40 000 FC since the aeroplane first flight, or within 1 500 FC after the effective date of this AD, whichever occurs later, but not exceeding 48 000 FC since aeroplane first flight, modify the aeroplane by installation of washers between the transition pick-up angle and the pin nuts in accordance with the instructions of Airbus SB A320-53-1027 Revision 03.</p> <p>(4) Modification of an aeroplane before the effective date of this AD in accordance with the instructions of Airbus SB A320-53-1027 at original issue, or Revision 01, or Revision 02, is acceptable to comply with the requirements of paragraph (3) of this AD for that aeroplane.</p> <p>(5) Modification of an aeroplane as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.</p>		Compliance Time (whichever occurs later, A, B or C)	<b>A</b>	Before exceeding 10 400 FC or 24 600 FH, whichever occurs first since aeroplane first flight.	<b>B</b>	Within 3 500 FC after 13 April 2002 [the effective date of DGAC France AD 2002-183], but not exceeding 16 000 FC since aeroplane first flight.	<b>C</b>	Within 12 000 FC after the last inspection as previously required by DGAC France AD 95-097-065.
	Compliance Time (whichever occurs later, A, B or C)								
<b>A</b>	Before exceeding 10 400 FC or 24 600 FH, whichever occurs first since aeroplane first flight.								
<b>B</b>	Within 3 500 FC after 13 April 2002 [the effective date of DGAC France AD 2002-183], but not exceeding 16 000 FC since aeroplane first flight.								
<b>C</b>	Within 12 000 FC after the last inspection as previously required by DGAC France AD 95-097-065.								
<p>Ref. Publications:</p>	<p>Airbus SB A320-53-1027 original issue dated 01 March 1994, or Revision 01 dated 05 September 1994, or Revision 02 dated 08 June 1995, or Revision 03 dated 03 February 2012.</p> <p>Airbus SB A320-53-1028 Revision 01 dated 12 February 2002.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks:</p>	<p>1. This Proposed AD will be closed for consultation on 05 July 2013.</p> <p>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS. Fax +33 5 61 93 44 51. E-mail: <a href="mailto:account.airworth-eas@airbus.com">account.airworth-eas@airbus.com</a>.</p>								

<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<p><b>PAD No.: 13-070</b></p>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: My aircraft has already been modified (in 2003) per Airbus SB A320-53-1027 at original issue. Does the AD apply to my aircraft?</p> <p><input type="checkbox"/> Yes, because the AD refers to actions to be done per Airbus SB A320-53-1027 at Revision 1.</p> <p><input type="checkbox"/> No, because §§ (4) and (5) give credit for the already-accomplished modification.</p> <p><input type="checkbox"/> Yes, but I can record the AD as 'complied with', because the required action (modification per SB A320-53-1027) has already been accomplished.</p>	
<p>Question 2: My aircraft has less than 10 000 FC, but has already exceeded 25 000 FH. What is my compliance time for § (1)?</p> <p><input type="checkbox"/> Option A, because my aircraft has not exceeded 10 400 FC yet.</p> <p><input type="checkbox"/> Option B (before exceeding 16 000 FC).</p> <p><input type="checkbox"/> None of the above – this is a PAD, not an AD (yet).</p>	
<p>Question 3: Do the applicable corrective actions of § (2) constitute terminating action for the repetitive actions as required by § (1)?</p> <p><input type="checkbox"/> Yes.</p> <p><input type="checkbox"/> No, because the AD does not contain this statement.</p> <p><input type="checkbox"/> No, unless the Airbus SB explicitly contains this statement.</p>	



<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0051</b></p> <p><b>Date: 25 March 2010</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s):</b>
VULCANAIR S.p.A.	P.68 Series
TCDS Number : EASA.A.385	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2007-0027 dated 05 February 2007	
<b>ATA 51</b>	<b>Structures – Wing Safe Life Fatigue Limits / Wing &amp; Stabilizers Structures – Implementation / Inspection</b>
<b>Manufacturer(s):</b>	Vulcanair (formerly Partenavia)
<b>Applicability:</b>	All P.68 model P.68 “Victor”, P.68 B “Victor”, P.68 R “Victor”, P.68 C, P.68 C-TC, P.68 “Observer”, P.68 “Observer 2” and P.68TC “Observer” aeroplanes, from serial number (S/N) 01 up to and including S/N 454, except S/N 430 and S/N 453.
<b>Reason:</b>	<p>Safe Life Limits of the wing structure of P.68 Series aeroplanes have now been extended up to a maximum of 23 900 Flight Hours (FH), depending on the condition of the spar lower cap angles and on the embodiment of some modification kits. Furthermore, special inspections of the wing and stabilator structures, different from those previously required by EASA AD 2007-0027, have also been introduced. This change has been developed by Vulcanair under change No. MOD. P68/144 approved by EASA with approval No. 10028661 on 02 February 2010.</p> <p>Consequently this AD, which supersedes EASA AD 2007-0027, allows the implementation of the extended Safe Life Limits, in accordance with the instructions of Vulcanair SB 162, and requires the accomplishment of special inspections for the wing and stabilator structures, in accordance with the Aircraft Maintenance Manual (AMM) Supplement part number (P/N) NOR 10.771-52.</p>

Effective Date:	08 April 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <ol style="list-style-type: none"> <li>(1) After the effective date of this AD, identify the applicable aeroplane maintenance requirements, the safe life limits and the inspection procedures in accordance with the instructions of Table 1, paragraph 1.3 of Vulcanair SB 162.</li> <li>(2) After the effective date of this AD, incorporate into the aeroplane Maintenance Program all maintenance requirements, associated safe life limits and inspection procedures, as identified in compliance with paragraph (1) of this AD and specified in the approved AMM Supplement P/N NOR 10.771-52.</li> <li>(3) Aeroplanes from S/N 01 up to and included S/N 356 having implemented modification Kit 68-038 (in accordance with Vulcanair SB 65 revision 2 or revision 3) with one or more cracked spar lower cap angles, can have the wing Safe Life Limit extended to a maximum of 23 900 FH provided that the four main spar lower cap angles are replaced within 500 FH after the effective date of this AD, in accordance with Vulcanair Service Instruction No. 88 (Kit SB162). After repair accomplishment, AMM Supplement P/N NOR 10.771-52 must be followed.</li> </ol>
Ref. Publications:	<p>Vulcanair SB 162 original issue dated 01 March 2010;</p> <p>Vulcanair Aircraft Maintenance Manual Supplement P/N NOR 10.771-52, 1<sup>st</sup> Issue dated 01 March 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact Vulcanair Airworthiness Office; Phone: +39 081 59 18 135 or fax: +39 081 59 18 172; E-mail: <a href="mailto:airworthiness@vulcanair.com">airworthiness@vulcanair.com</a> .</li> </ol>

<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<p><b>AD No.: 2010-0051</b></p>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: The AD requires me to “<a href="#">identify the applicable aeroplane maintenance requirements, the safe life limits and the inspection procedures</a>”. When do I have to comply with this “<a href="#">identification</a>” requirement?</p> <p><input type="checkbox"/> At your discretion, any time after the effective date of the AD.</p> <p><input type="checkbox"/> Immediately.</p> <p><input type="checkbox"/> All actions of the AD must be complied with, as of the effective date.</p>	
<p>Question 2: Paragraph (2) requires to incorporate the “<a href="#">identified</a>” requirements into the approved maintenance programme. When that has been done, is the aircraft compliant with the AD?</p> <p><input type="checkbox"/> No, accomplishment of the identified maintenance actions and inspections, and implementation of life limits on the aircraft, within the applicable time period(s), constitute the actual compliance.</p> <p><input type="checkbox"/> Yes.</p> <p><input type="checkbox"/> None of the above.</p>	
<p>Question 3: The AD does not specify what the “<a href="#">applicable maintenance requirements, the safe life limits and the inspection procedures</a>” are. I do not know which of these actions is ‘applicable’ to my aircraft. Can I comply with the AD?</p> <p><input type="checkbox"/> Yes. The AD makes reference to DAH documents, which are provided on request (possibly not free of charge).</p> <p><input type="checkbox"/> No. An AD must contain all that information.</p> <p><input type="checkbox"/> No, unless EASA also provided copies of the relevant DAH document(s).</p>	

Question 4: The AD superseded EASA AD 2007-0027 and my aircraft is already compliant with that AD. Do I have to comply with the new AD?

- ☐ Yes. Each new applicable (to type) AD must be complied with, irrespective of changes (if any) when compared to a previous AD.
- ☐ No. The new AD does not add any new requirements, actually implementing “[extended Safe Life Limits](#)”, i.e. being less restrictive than those imposed by the previous AD.
- ☐ Yes, but only the “[Special inspections for the wing and stabilator structures](#)” are required as additional action.