



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

10TH ANNIVERSARY

Mandatory Continued Airworthiness Information (MCAI) and non-MCAI

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➤ MCAI –what are they?

- ICAO Annex 8 Chapter 4 “Continuing Airworthiness of Aircraft” definition
- From the 1920s, each (FAA) AD was a ‘note’ inserted in (a revision of) an Aircraft Type Certificate Data Sheet – hence the (even today) frequently-used term ‘AD-Notes’
- Individual ADs since 1940s – superseding the respective ‘Notes’

➤ MCAI – what are they?

- Manufacturer Service Bulletins classified as 'mandatory' – e.g. the well-known CAA UK System – CAP476
- Before EASA, each MSB classified 'Mandatory' remained required, irrespective of revision/issue level or nature of changes – the 'latest' was always required – difficult to monitor or enforce by State of Registry

*AN AEROPLANE IS ONLY
A COLLECTION OF
SPARE PARTS, FLYING
IN CLOSE FORMATION*

[source: unknown]

*CAUTION: AVIATION
MAY BE HAZARDOUS
TO YOUR WEALTH*

[source: unknown]

*IF IT AIN'T BROKE,
DON'T FIX IT;*

(although replacing parts before they break seems a good idea)

*IF IT AIN'T FIXED,
DON'T FLY IT.*

[source: unknown]



MCAI – Purpose (1)

- AD issued to correct an 'unsafe condition' – for definition(s), see Part 21 Guidance Material.
- Actions to enhance safety – e.g. design deficiency previously unknown – resulting in design change(s).
- Actions to restore design to already-approved specification – e.g. improperly manufactured parts, or incorrect maintenance or repair – no design change.



MCAI – Purpose (2)

- AD to enhance or restore airspace safety (air traffic control purposes) – limited actions 'on aircraft'.
- Future developments:
 - Operational Suitability Data (OSD)
 - Safety Directives



Non-MCAI – Safety Advisory

- State of Design ‘advisory’ documents
- No ‘unsafe condition’ determined
- Some well-known examples:
 - FAA Special Airworthiness Information Bulletin ([SAIB](#))
 - Transport Canada Civil Aviation Safety Alert ([CASA](#))
 - CASA Australia Airworthiness Bulletin ([AWB](#))
 - EASA Safety Information Bulletin ([SIB](#))
 - ANAC Brazil Flight Alert ([FA](#))



Non-MCAI – Subject

- EASA SIB can be used for nearly all safety subjects
- EASA can directly endorse a 'State of Design' advisory document
 - no corresponding SIB necessary
- For Foreign 'generic' advisory documents, EASA SIB can be issued



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Any questions?

Thank you for your attention

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Note 1.— The term “mandatory continuing airworthiness information” is intended to include mandatory requirements for modification, replacement of parts or inspection of aircraft and amendment of operating limitations and procedures. Among such information is that issued by Contracting States in the form of airworthiness directives.

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▼ **Regulatory Information**

47-14-02 BOEING: (Was Mandatory Note 3 of AD-719-1 and Mandatory Note 3 of AD-726- 1.) Applies to 307 Series Aircraft.

Compliance required prior to May 15, 1947.

Inspect the attachment of the main landing gear motors to the retracting unit.

Determine, by testing, that the keys in these locations have been heat treated to 200,000-220,000 pounds per square inch. All keys that do not meet this strength specification should be replaced. Aircraft which have had this attachment revised to include an additional gearbox for the hand retracting drive are not subject to this inspection.

(TWA E.O. No 3489 covers this same subject.)

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CAP 476 – MANDATORY AIRCRAFT MODIFICATIONS AND INSPECTIONS SUMMARY

Issue 13
January 2003

BRITISH AEROSPACE BAe 146 SERIES AIRCRAFT AND AVRO 146 SERIES AIRCRAFT

CAA Type Certificate No. BA16. Type Certificate Holder – British Aerospace Operations

CAA AD No.	Associated Material	Description	Applicability – Compliance – Requirement		
008-04-83 Revision 1	Maintenance Manual	Mandatory Life Limitations.	The following parts of Chapter 5 of the Aircraft Maintenance Manual prescribe the Mandatory Life Limitations for aircraft on the United Kingdom Register:		
			Life Limitation	Maintenance Checks	
			Airframe Airworthiness Limitations	05-10-01	05-20-01
			Aircraft Equipment Airworthiness Limitations	05-10-15	05-20-15
			Power Plant Airworthiness Limitations	05-10-17	05-20-17
			Revision 1 becomes effective on 17 January 2003.		
010-11-83	ASB 49-A1	Airborne Aux. Power – Check Part No. of fitting installed at the outlet port of fuel solenoid valve.	Applicable to all Series 100 and 200 aircraft and to APU GTCP36-100(M) in stores or held as spares. Compliance required as detailed in Alert Service Bulletin.		
006-01-84	SB 32-A4	Landing Gear – Brake units – Inspection of brake wear indicator pins	Applicable to BAe 146 Series 100 and 200 aircraft as detailed in SB. Compliance in accordance with SB.		



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- 1.2 For products of United Kingdom design, those Service Bulletins, Service News Letters or equivalent that are of mandatory status for aircraft on the United Kingdom Register of Civil Aircraft are agreed prior to publication by consultation between the CAA and the organisation responsible for the type design. The type design organisation's material contains a statement that the Modification/Inspection has been classified as mandatory by the CAA. Where the type design organisation's material (Service Bulletins, Service News Letters or equivalent) is revised by a raise of issue, the revision shall become applicable at the timescale prescribed by the revision.
- 1.3 In addition to the inspections and modifications listed in this Summary, the Mandatory Life Limitations published by the type design

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Applicability:	SAAB 2000 aircraft, all serial numbers.
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Reason:	<p>Subsequent to accidents involving Fuel Tank System explosions in flight (Boeing 747-131 flight TWA800) and on ground, the FAA has published Special Federal Aviation Regulation 88 (SFAR88) in June 2001. In their Letters referenced 04/00/02/07/01-L296 dated March 4th, 2002 and 04/00/02/07/03-L024, dated February 3rd, 2003, the Joint Aviation Authorities (JAA) recommended the application of a similar regulation to the National Aviation Authorities (NAA).</p> <p>Under current European Union regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7 500 pounds (3 402 kg) or more, which have received their certification after January 1st, 1958, are required to conduct a design review against explosion risks.</p> <p>This Airworthiness Directive (AD), which is the result of one of these design reviews, requires a wiring modification of the FQIS Signal conditioner 28VDC supply and replacement of the Fuel Pump harness inside the wing tanks (both LH and RH).</p>
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Effective Date:	29 February 2008
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A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.

Reason:

Airbus identified a batch of special washers, Part Number (P/N) D5725260120000 and P/N D5725664320000, which were incorrectly manufactured and delivered as spares from the supplier between October 2006 and January 2010. As a result of these manufacturing defects, the affected washers differ geometrically from the design specifications. The results of further analyses on Airbus A318, A319, A320 and A321 aeroplanes demonstrate that the affected washers could be seated incorrectly when installed on aeroplanes, which could affect the main landing gear (MLG) retraction jack anchorage fitting bearing installation.

This condition, if not detected and corrected, could lead to a local stress concentration which may reduce the fatigue life of the jack fitting, possibly reducing the structural integrity of the affected MLG.

For the reasons described above, this AD requires a one-time detailed visual inspection of the left-hand (LH) and right-hand (RH) MLG retraction jack anchorage fitting bearing assemblies to verify that the special washer is seated correctly and, depending on findings, the accomplishment of applicable corrective actions.

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AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for CFM International S.A. CFM56-2, CFM56-3, CFM56-5A, CFM56-5B, CFM56-5C, and CFM56-7B series turbofan engines with certain part number (P/N) and serial number (SN) high-pressure compressor (HPC) 4-9 spools installed. This AD requires removing certain HPC 4-9 spools listed by P/N and SN in this AD. This AD results from reports of certain HPC 4-9 spools that Propulsion Technology LLC (PTLLC) improperly repaired and returned to service. We are issuing this AD to prevent cracking of the HPC 4-9 spool, which could result in possible uncontained failure of the spool and damage to the airplane.

DATES: This AD becomes effective June 23, 2009.

ADDRESSES: The Docket Operations office is located at Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room



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EASA AD No : 2010-0204

For fixed-wing aeroplanes to which this AD applies, refer to Rockwell-Collins, Inc. Service Information Letter 08-1 to identify whether an installation is affected. Additionally, Rockwell-Collins, Inc. Service Information Letter 2-85 details the part numbers assigned for aeroplanes certified with the ADS-81/82 Air Data System.

This AD applies only to fixed-wing aeroplanes with the affected transponders installed and operating under Instrument Flight Rules (IFR) in the designated Enhanced Surveillance (EHS) airspace in Europe.

These transponders, in combination with CDSB altitude information transfer, are known to be installed on, but not limited to:

- Hawker Beechcraft 200 (King Air) series and 1900D aeroplanes,
- Dassault Aviation Mystère-Falcon 20 and Mystère-Falcon 50 aeroplanes, and
- SAAB SF340A and 340B aeroplanes.