



5th EASA AD Workshop

14 Nov - 05 Dec 2017

Poll results



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- AD Reading Exercise



Question 1

Yes, this is specified in the Zodiac SB.

3 %

No, this is not required.

90 %

Yes, this is required by paragraph (5) of the AD.

8 %



Question 2

Yes, within 30 days after 24 August 2016.

 3 %

No, this is not required.

 45 %

Yes, this is required as specified in paragraph (6) of the AD.

 55 %



Question 3

The AD effective date, which takes precedence over the SB issue date.



The operator can choose.



The SB date, since action must be accomplished “in accordance with the instructions of” the NMSB.





Question 4

Yes.



No.



Open to interpretation.





Question 5

No.



Yes.



AD unclear; open to interpretation.





Question 6

Yes.



Not relevant. This is an aircraft AD, not an engine AD.



The part must be replaced within 800 FC or 5 months after engine (re)installation.





Question 7

All aeroplanes must be inspected.



All aeroplanes with an “affected control surface” (see Note 1 of this AD) installed must be inspected.



Only MSN 1002, and 1004 to 1220 (incl.) must be inspected.





Question 8

Yes, calendar time must be provided for P/N identification to avoid AOG.

 5 %

No, operators are expected to be aware of the configuration of their aeroplane(s).

 72 %

Only §(12) contains requirements for Group 2 aeroplanes.

 48 %



Question 9

No.



Yes, as it is part of the SB accomplishment instructions -not explicit in the AD, as operators are expected to know whether any repair has been made.



The AD does not specify.





Question 10

Before exceeding the applicable threshold as specified in the SB.



Before next flight.



The AD does not specify.





Question 11

Yes. No corrective action required.



No, §(4) of the AD remains required.



Cannot be determined from the AD.





Question 12

No, first inspection must be within 750 cycles since last inspection.

7 %

That depends on whether any locking plate was installed during the 'removed' period.

60 %

Each engine must pass an inspection before (re)installation.

40 %



Question 13

Correct.

 15 %

That depends on whether any locking plate was installed during the 'removed' period.

 56 %

Each engine must pass an inspection before (re)installation.

 43 %



Question 14

Yes.

5 %

The AD applies, but no action is required until an 'affected' generator is installed.

73 %

No.

50 %



Question 15

No, the AD needs revision/correction.

 8 %

Yes, the AD requires removing the beam “in accordance with the instructions of” the applicable SB.

 92 %



Question 16

No, this is an oversight and the AD will likely be revised, reducing the Applicability.

 11 %

Yes, Applicability is correctly defined.

 89 %



Question 17

Yes, provided the mounts are inspected as required by the AD.



No, the AD clearly prohibits such actions.



Yes, provided the aeroplane is not yet modified to have 'new P/N' mounts installed.





Question 18

None; aeroplanes with MSN outside Group 1 and 2 are not affected by the AD.



The same as for §(1) of the AD.



Within 26 months after the effective date.





Question 19

Not really; just some difference in wording.

5 %

Yes, since the 'receipt of the SB' is replaced by 'effective date' of the AD.

56 %

In case of any difference in compliance time(s) between SB and AD, those of the AD prevail.

91 %



Question 20

No.



Yes, the original ASB instructions are wrong and therefore cannot be used.



In case of any differences between SB and AD, e.g. in P/N or s/n details, or compliance time(s), those specified in the AD prevail.





Question 21

Yes, the SB instructions are quite clear.

 7 %

No.

 88 %

Open to interpretation.

 25 %



Question 22

Yes.



No.



Open to interpretation.





Question 23

Yes.

 5 %

No.

 91 %

Open to interpretation.

 8 %