



EASA

European Aviation Safety Agency

Airworthiness Directive Reading Exercise

Note: more than one answer can be correct

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10 December 2015

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TE.GEN.00409-001



AD Reading Exercise

**“The compliance time of an AD
is a reflection of the risk,
not an invitation to delay action
until the end of the compliance time”.**

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



Reading of AD 2013-0150R1 (1)

Question 1: When do I have to accomplish the next DVI, as required by this AD?

- Within 18 months after the AD effective date, i.e. not later than 07 June 2016.
- Before exceeding 5 000 FC after 30 July 2013.
- Before exceeding 5 000 FC after the latest DVI, accomplished as required by previous AD 2013-0150.

Correct answer

[AD 2013-0150R1](#)



Reading of AD 2013-0150R1 (2)

Question 2: I use the inspection instructions as provided by Revision 01 of the SB. Is that acceptable to (continue to) comply with the requirements of this revised AD?

- Yes.
- No, you must use Revision 03.

Correct answer

- The AD does not specify.

[AD 2013-0150R1](#)



Reading of AD 2013-0150R1 (3)

Question 3: I have replaced each affected uplock with a new P/N uplock. Can I now stop the repetitive inspections?

- Yes, provided you apply for – and obtain approval of – this (aircraft modification) as AMOC to the AD.

Correct answer

- No, since no P/N are specified, the AD actions are required for all P/N.
- Yes, but only the inspections of paragraph (3.1).

Also correct

[AD 2013-150R1](#)



Reading of AD 2015-0045 (1)

Question 1: In my spares inventory, I have many pre-mod main rotor blades, pre-mod vibration absorbers and pre-mod spacers. How long can I still install any of those parts on my helicopters?

- Those parts can no longer be installed as soon as the AD becomes effective.
- After installation of post-mod parts, the pre-mod parts can no longer be installed.
- For a specific helicopter, this is prohibited as soon as all the modification and re-identification actions, as required by paragraph (1), have been accomplished on all the blades of that helicopter.

Correct answer

[AD 2015-0045](#)



Reading of AD 2015-0045 (2)

Question 2: AD 2015-0045 §(1) requires certain actions, but only for helicopters equipped with certain P/N MRB. My helicopter does not have any of those blades installed. How can I comply with this AD?

- The AD does not specify.

Correct answer

- No action is required.
- Your helicopter is considered 'modified' (as delivered new from the production line, most probably), so you must comply with paragraph (2) of the AD.

Intent of the AD



Reading of AD 2015-0045 (3)

Question 3: All my helicopters are already modified. Does the AD require me to scrap all my remaining pre-mod blades, vibration absorbers and spaces?

- The AD does not specify.
- Yes, because the AD prohibits installation.
- No, these parts can probably (contact the design approval holder) be modified while 'off-aircraft' and, if so, can then still be used as replacement parts.

Correct answer

[AD 2015-0045](#)



Reading of AD 2015-0117 (1)

Question 1: In January 2016, I plan to install a 12-year old oxygen generator P/N 117042-XX (replacement action) on my aircraft. Does the AD allow me to do that?

➤ No.

Correct answer

- Yes, provided it is replaced within the Table 2 compliance time (20 months after 08 July 2015).
- Yes, provided the replacement unit is a 'serviceable' unit as defined in Note 1 of the AD.

[AD 2015-0117](#)



Reading of AD 2015-0117 (2)

Question 2: Today (10 December 2015) some of my aircraft still have 2001 oxygen generators installed. When does the AD require me to replace these units?

- Within 12 months.
- Within 2 weeks.
- Correct answer**
- The AD does not specify.

[AD 2015-0117](#)



Reading of AD 2015-0117 (3)

Question 3: Can I use B/E Aerospace SB 117042-35-001 to modify the oxygen generators on my aircraft?

- No, this SB is for information only.
- No, but you can use it to modify the oxygen containers by replacing an affected generator.

Correct answer

- Yes.

[AD 2015-0117](#)



Reading of AD 2015-0117 (4)

Question 4: Does this AD apply to oxygen generators installed in (e.g.) lavatories and galleys or other locations?

➤ Yes.

Correct answer

- No, the AD only affects passenger oxygen generators.
- AD does not specify.

[AD 2015-0117](#)



Reading of AD 2015-0117 (5)

Question 5: Is it acceptable to replace 2002 oxygen generators with the same P/N but manufactured in 2005 (or later) without applying Airbus AOT 35N006-14 or SB B/E Aerospace 117042-35-001?

- Yes.
- No, the AD requires the use of the instructions as contained in either of those documents.
- Yes, provided you apply for – and obtain approval of – an AMOC.

Correct answer

AD 2015-0117



Reading AD 2015-0151 (1)

Question 1: When do I have to accomplish task XYZ of Airbus A380 ALS Part 2 variation 4.6, as required by this AD?

- From the AD effective date, i.e. on 07 August 2015.
- Within 12 months after the effective date of the AD, i.e. not later than 07 August 2016.
- Within the compliance time as specified in Airbus A380 ALS Part 2 variation 4.6.

Correct answer

[AD 2015-0151](#)



Reading AD 2015-0151 (2)

Question 2: When must my aircraft be “compliant” with (the content of) Airbus A380 ALS Part 2 variation 4.6, as required by this AD?

- From the AD effective date, i.e. on 07 August 2015.
- Within 12 months after the effective date of the AD, i.e. not later than 07 August 2016.

Correct answer

- Within the compliance time as specified in Airbus A380 ALS Part 2 variation 4.6.

[AD 2015-0151](#)



Reading AD 2015-0151 (3)

Question 3: My approved AMP includes the reduced interval, as specified in Airbus A380 ALS Part 2 variation 4.6, for the existing task of inspecting the front engine mount fail safe pin. Do I need to record AD compliance for each inspection?

- No, you are complying with the approved AMP.

Correct answer

- The AD does not specify.
- Yes.

[AD 2015-0151](#)



Reading AD 2015-0151 (4)

Question 4: Airbus just published 00L050H152E/C01 Issue 02. Must I accomplish the instructions of that revised document to comply with the AD?

➤ No.

Correct answer

- No, unless you apply for – and obtain approval of – an AMOC to use this document for compliance with the AD.
- Yes, the AD refers to ‘later approved revisions’ of this document.

[AD 2015-0151](#)



Reading AD 2015-0190R1 (1)

Question 1: My helicopter was delivered in November 2015. When do I have to accomplish the first inspection as required by this AD?

- Within 500 FH after 22 September 2015.
- Before next flight after the effective date of the revised AD.
- When a main rotor blade accumulates 500 FH (since new) it must be inspected.

Correct answer

[AD 2015-0190R1](#)



Reading AD 2015-0190R1 (2)

Question 2: My helicopter was delivered with P/N 109-0103-01-11 main rotor blades. Does this AD apply to my helicopter?

➤ Yes.

Correct answer

- No, the 'affected' main rotor blades are only P/N 109-0103-01-7, P/N 109-0103-01-9 and P/N 109-0103-01-115.
- The AD does not specify.

[AD 2015-0190R1](#)



Reading AD 2015-0190R1 (3)

Question 3: My pilots have been properly trained. Can they accomplish the required repetitive inspections to comply with this AD?

- No.
- Yes, provided they have an explicit authorisation to do so from a Part M or Part 145 organisation.
Also correct answer
- Yes, but only the paragraph (1) inspections.
Correct answer

[AD 2015-0190R1](#)



Reading AD 2015-0190R1 (4)

Question 4: Do the pilots have to record AD compliance each time the pre-flight MRB inspection is done?

- Yes.
- No, this can be discontinued after the RFM has been appropriately revised/updated.

Correct answer

- Only when all main rotor blades pass the inspection.

[AD 2015-0190R1](#)



Reading AD 2015-0190R1 (5)

Question 5: On my helicopter, having accumulated 800 FH, one MRB was replaced yesterday, installing a brand new P/N 109-0103-01-7 blade. Do I have to comply with this AD?

- No, the AD is only for blades with 500 FH or more.
- Yes, but you can postpone the first inspection until the blades have accumulated 500 FH.
- Yes, you must comply – even though each MRB may have a different compliance time.

Correct answer

[AD 2015-0190R1](#)



Reading AD 2015-0191 (1)

Question 1: My aircraft has only SEC hardware B installed, which are not affected by any requirement of this AD. Why does this AD apply to my aircraft?

➤ This AD applies because....

.....hardware B and C units are interchangeable and can therefore easily (possibly inadvertently) become installed as replacement unit during regular maintenance – the IPC is not a ‘regulatory’ document, an AD is.

[AD 2015-0191](#)



Reading AD 2015-0191 (2)

Question 2: How can I (and when must I) comply with paragraph (3)?

Reminder: Configuration management is the responsibility of the aircraft owner/operator.

- How: e.g. by inserting instructions concerning the affected SEC hardware C and software P/N in a quality control system, to which your maintenance staff has access.
- When: each time an SEC hardware B (depending on position) or hardware C unit (depending on software P/N) is replaced, the AD requirements must be taken into account.

[AD 2015-0191](#)



Reading AD 2015-0191 (3)

Question 3: My aircraft has 2 SEC hardware C (positions 1 and 2) and 1 SEC hardware B (position 3). Does § (3) of the AD allow me to modify my aircraft by replacing any of those units with another SEC C unit?

- Replacing an SEC hardware C with another SEC hardware C is not an aircraft modification.
- Yes, provided the AFM is (or has been) amended as required by the AD.

Correct answer

- No, a replacement SEC C unit can only be installed at position 3.

[AD 2015-0191](#)



Reading AD 2015-0213 (1)

Question 1: The engine on my helicopter is in post-mod TU 193 configuration. When do I have to comply with this AD?

- During the next 800 hours periodical inspection.
- The AD does not apply, so no action required.
- Whenever the HMU is replaced.

Correct answer (intent of the AD)

[AD 2015-0213](#)



Reading AD 2015-0213 (2)

Question 2: I operate an MBB-BK 117 D-2m helicopter (not in the AD Applicability), so this AD does not apply to my aircraft. Correct?

- Incorrect – this is an engine AD (irrespective of aircraft installation) and, since the standard engine installation on D-2m helicopter is ARRIEL 2E engines, the AD applies.

Correct answer

- Yes.
- No, the AD applies if your engines are pre-mod TU 193.

[AD 2015-0213](#)



Reading AD 2015-0215R1 (1)

Question 1: When do I have to accomplish Airbus AOT A53R008-14?

- Within 1 200 FC or 8 900 FH, whichever occurs first since the aeroplane first flight.
- Within 50 FC after the effective date of this AD.
- Airbus AOT A53R008-14 is not part of the required actions.

Correct answer

[AD 2015-0215R1](#)



Reading AD 2015-0215R1 (2)

Question 2: When do I have to inspect my post-mod 75897 aircraft?

- Within the applicable compliance time – see Table 1 – as required by paragraph (1) of the AD.
 - This is not required.
- Correct answer**
- The AD does not specify.

[AD 2015-0215R1](#)



Reading AD 2015-0215R1 (3)

Question 3: I have repaired my aircraft, as required by paragraph (2) of the AD. When do I have to accomplish the next DET?

- Within 1 200 FC or 8 900 FH, whichever occurs first after the repair.
- The AD does not specify.
- Before exceeding the interval as defined in Airbus SB A380-53-8089.

Correct answer

[AD 2015-0215R1](#)



Reading AD 2015-0215R1 (4)

Question 4: Today, I intend to use Airbus TA_80011602_003-2014-1 to accomplish corrective action(s) on my aircraft (MSN 00143). Is that acceptable to comply with the AD?

- No, the AD allows only Airbus SB instructions.

Correct answer

- Yes.
- No, the AD specifies that this TA is not relevant for MSN 00143.

[AD 2015-0215R1](#)



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Thank you for your participation!

Any questions?

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