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AIRBUS
EASA AD activities
AD implementation

10th December 2015

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EASA 3th workshop - Airbus

- Airbus- EASA AD’s
- ARM decision EASA for AD
- Airbus - EASA AD conformity
- AD // AMOC
- AD instructions availability

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AIRBUS in some words

- 8602aircraft in service
  - SA: 6510; LR: 1521; WB: 387; DD: 171; XW: 13
- 76 certified models
  - SA: 30; LR: 26; WB: 36; DD: 3; XW: 1
- Today: 19 models delivered in 2015
  - +23 new models to come

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EASA AD dedicated to Airbus – in general

- 1974 – March 2003
  - French DGAC acting as State of Design AA for Airbus products
- March 2003 - December 2005
  - French DGAC acting as State of Design AA on behalf EASA
  - AD still issued by DGAC
- January 2006 - Today
  - EASA acting as State of Design for Airbus products
    - French DGAC remains State of Registry.
  - All AD issued by EASA

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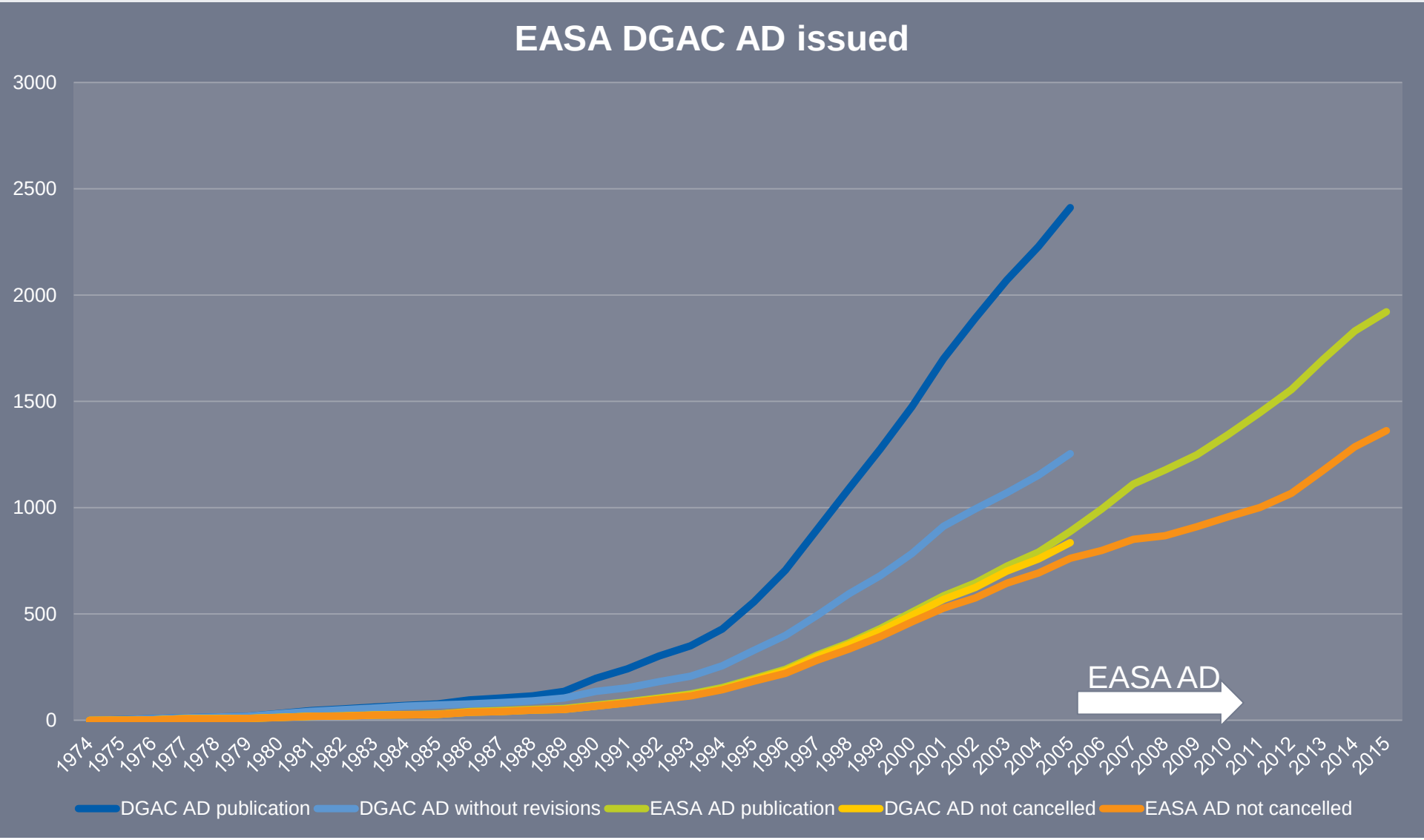
EASA AD dedicated to Airbus – EASA // DGAC AD evolution



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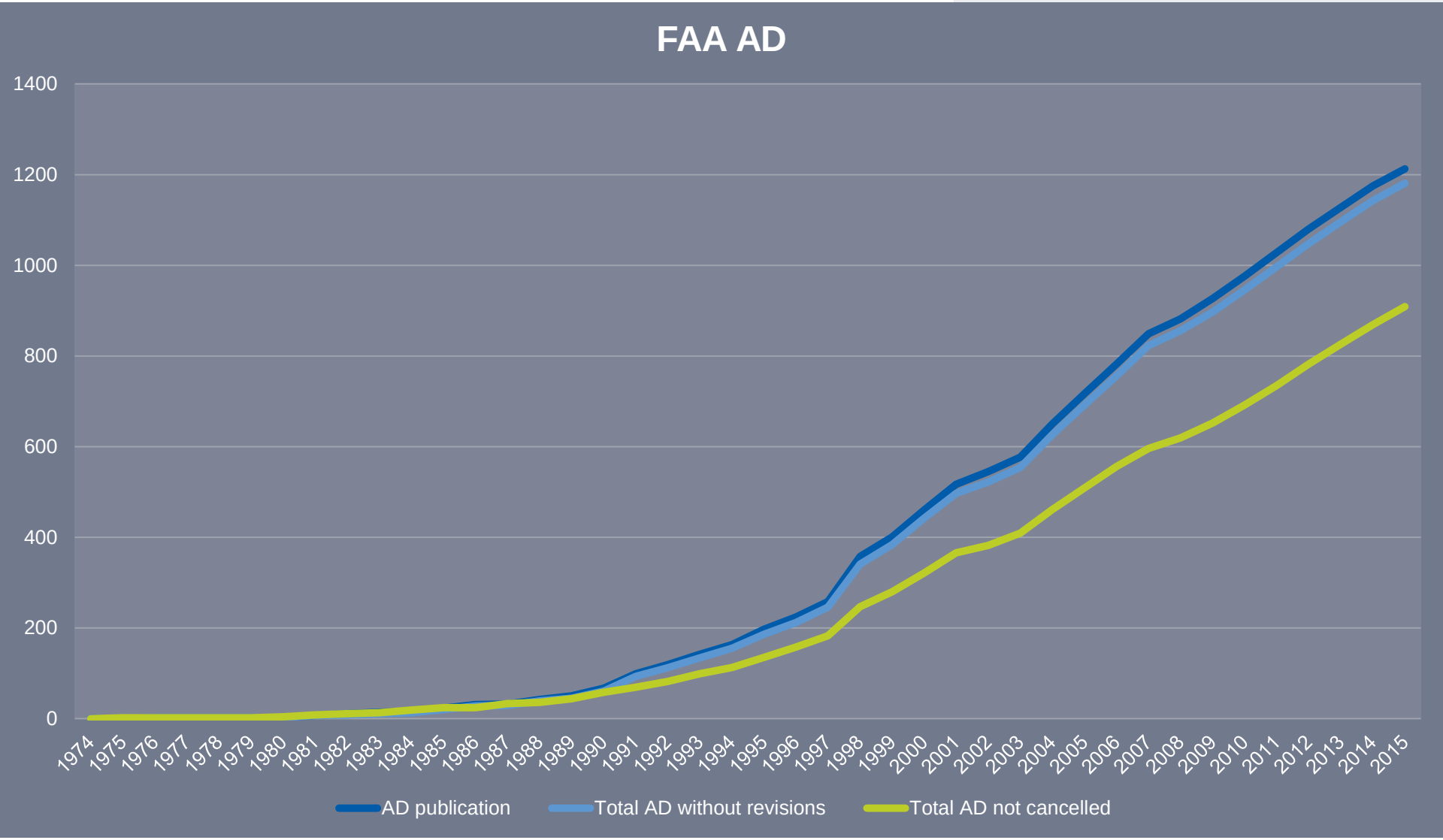
FAA AD dedicated to Airbus - evolution



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Airbus – mandatory instruction (EASA AD)

- Decisions for mandatory actions are made during regular meeting with EASA (ARM)
  - Review of all events potentially associated with an unsafe condition
- Airworthiness Directives process:
  - Prior to issuance of the EASA AD, draft Project EASA AD (PAD) are available on the EASA Website for consultation (from 2 up to 4 weeks (Normal))
  - EASA AD are published with Comment-Response Document (CRD)
  - Airbus manages ADs data in a specific data base ADCL
- Foreign countries Aviation Authority process:
  - ICAO Contracting NAA receive all EASA AD's from EASA
  - FAA has its own process (NPRM) for which relevant documents are sent by CAE team
- For significant issue: Airbus informs operators prior to EASA AD issuance via OIT
- Operators must survey the EASA website to collect applicable ADs
  - Robot may help them to focus on a particular program

EASA: European Aviation Safety Agency
AD: Airbus Directive
ADCL: Airworthiness Directives Compliance List

ICAO: International Civil Aviation Organisation
NAA: National Aviation Authority
FAA: Federal Aviation Administration

ARM: Airworthiness review Meeting
CAE: Chief Airworthiness Engineer (Airbus)

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Airbus - EASA AD conformity

- Extract of EASA part 21 regulation:

  §21A.165 Obligations of holder

  Determine that each completed aircraft conforms to Type Design and is in condition for safe operation prior to submitting the Statement of Conformity.

- Airbus Conformity checks during production:
  - The A/C is in condition for safe operations,
  - The A/C conforms to the approved design. All modifications, as part of individual aircraft definition are physically embodied on aircraft, including modifications to comply State of Registration (RCAA) requirements

ADCL: Airworthiness Directive Compliance List
RCAA: Registration Country Airworthiness Authority

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Airbus - AD Compliance List extract (example for SA)

EUAD	AD	SUBJECT	MEANS OF COMPLIANCE OR EQUIVALENT MEANS	COMPLIANCE	REMARK/REMAINING ACTION
2014-0259		Fuselage wear at FR34 between stringer 43LH/RH	ISB A320-53-1287 OR MSB A320-53-1281 OR MOD 37878	Not applicable	MOD [37878] embodied.
2014-0260		Time Limits and Maintenance Checks - Fuel Airworthiness Limitations - ALS Part 5 - Amendment	ALS Part 5 R01 Rev 01	Not due at time of delivery	Refer to AD for remaining actions.
2014-0266-E	2014-25-51	Airplane Flight Manual - Undue Activation of Alpha Protection - Emergency Procedure	AFM TR 502 issue 1 OR Insert in AFM copy of the AD	Complied with	TR502 "Abnormal V alpha Prot" issue 1 incorporated in AFM. Operators must comply with the requirements of paragraph (2) of this AD.
2014-0275R1		Oxygen - Passenger Chemical Oxygen Generators - Replacement	AOT A35N006-14	Complied with	Affected passenger chemical oxygen generators are not fitted on production aircraft. In case of item replacement Operators must refer to paragraph (3) of the AD for remaining actions.
2014-0276		Power Plant - Fan Cowl Door Hinge Nuts - Inspection / Replacement	ISB A320-71-1062 OR VSB RA32071-151	Complied with	Affected S/N not installed.
2014-0278		Fuselage - Skin Above Lap Joint - Inspection	AOT A53N009-14	Not applicable	MSN not affected.
2015-0001R1		Doors - Main Landing Gear Fixed Fairing Assembly - Inspection	ISB A320-52-1163 OR MSB A320-52-1165 OR MOD 155648	Complied with	MOD [155648] embodied. In case of item replacement Operators must refer to paragraph (11) of the AD.
2015-0021		Powerplant - CFM56-5/-5B - Aft Engine Mount Retainers - Inspection / Replacement	AOT A71N001-12 Rev 01 OR VSB RA32071-146 Rev 02 OR ISB A320-71-1060 OR VSB RA32071-160	Not due at time of delivery	Operators must refer to AD for repetitive actions.

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Airbus – Statement of Conformity // EASA

Scope of Statement of Conformity

Signed by Airbus certified Staff (EASA Form 52)

List of Documents:

		DOA Involvement	POA Involvement
EASA TC	Modifications	APPROVED	EMBODIED
AD List		APPLICABLE	COMPLIED
Concessions		APPROVED	RELEASED
Individual A/C Def. (Design Changes)	Modifications	APPROVED	EMBODIED
Importing Country Requirements (compliance to NAA Type Design)	Modifications	APPROVED	EMBODIED

[Part 21 – EASA Forms – Appendix VII]

AD: Airworthiness Directives
DOA: Design Organization Approval
POA: Production Organization Approval

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Airbus – Statement of Conformity – delivered aircraft

2015-0001R1

- **A/C definition // AD compliance status**
- When applicable to a model, definition of delivered aircraft includes compliance to AD's, when compliance fix identified:
  - At Type definition level, when AD released prior A/C Type Cert. : **A340-600 certified in May 2002**
    - **F-2001-606**: PPG AEROSPACE windshields
      - A340 aircraft, all certified models **MSN 0779 first delivered on 12-Nov-2006**
      - Replace according to AOT A340-56A4005
  - At production level, when AD is released after A/C Type Cert.:
    - **2015-001R1: Doors – Main Landing Gear Fixed Fairing Assembly – Inspection**
      - Modification in accordance with the instructions of Airbus SB A320-52-1100 (mod 27716)
      - Airbus mod 155648 embodied in production.

(8) An aeroplane on which Airbus mod 155648 has been embodied in production is not affected by the requirements of paragraphs (1) through (5) of this AD, **provided that no affected component, identified by P/N as listed in Table 1 or Table 3 of this AD, has been installed on that aeroplane since Airbus date of manufacture.**

- AD is applicable when component is part of Aircraft configuration

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Airbus – Statement of Conformity – delivered aircraft

2015-0212

- **A/C definition // AD compliance status**
  - **Active AD**
    - When no terminative action is defined, AD remains « Active » as limitations, inspections have to be performed:
      - **2015-0212 ATA 53 – Fuselage – Cabin and Cargo Compartments Structural Parts – Inspection** :
        - Applicable to a limited number of identified A/C
          - Special Detailed Inspection in accordance with Airbus SB A330-53-3227 (cargo compartment structure) and Airbus SB A330-53-3228 (cabin compartment structure).

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Airbus – Statement of Conformity // EASA AD cancellation

- Design Approval Holder shall provide justification that the unsafe condition no longer exists or AD requirements are “null and void”.
  - E.g. all the affected parts have been removed from aircraft and are confirmed to have been taken out of circulation.
- Objective: reduce applicable AD’s number.
  - Action on going between EASA and Airbus.

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AD // AMOC

- There are different ways of working and interpretation of requirements between EASA and FAA acting as State of Design Aviation Authorities:

  - The EASA fosters AD revision or supersedure instead of global AMOC

    →AMOC are not published on EASA website: the document pertains to the requester (AMOC application is chargeable for the requester, up to him to diffuse it).

  - On the contrary, the FAA is prone to perform AMOC instead of FAA AD revisions

    →for applicability update, for final fix purpose.

  - Whatever, EASA AD or FAA AMOC, the technical work remains the same for the operators

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AD instructions availability

OIT 999.0095/15

- Agreement between Airbus and the EASA to harmonize SB mandatory label practices between the different programs

→ AIRBUS OIT 999.0095/15, Sept 15, 2015 : MANDATORY SERVICE BULLETINS.

- SB initiated as “Mandatory”, as soon as the decision for an AD has been agreed between Airbus and EASA. The SB shall inform the operators accordingly, that an AD is anticipated and will confirm the mandatory instructions and accomplishment timescale.

  This will:

  - better inform Program Configuration team on coming ADs,
  - avoid mistakes e.g if a Sub-Contractors works on different programs,
  - allow anticipation and more flexibility for Airlines in SBs application.

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AD instructions availability

The Airline can access to the SB and VSB via the Airbus World portal

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EASA ADs content and consultation

- EASA AD are written by EASA, with respect to their process.

- Before issuance, EASA AD's are published usually for 4 weeks consultation (except for Emergency AD):

  →Collaboration of all stakeholder representative, including operators, is essential for AD content stream

- EASA website*: For a better understanding of EASA processes related to the publication and/or adoption of Mandatory Continuing Airworthiness Information (MCAI), i.e. Airworthiness Directives and non-MCAI, i.e. Safety Information Bulletins (SIB):*

  →The third European Aviation Safety Agency (EASA) Airworthiness Directives (AD) Workshop is organized on 09 and 10 December 2015 in Cologne.

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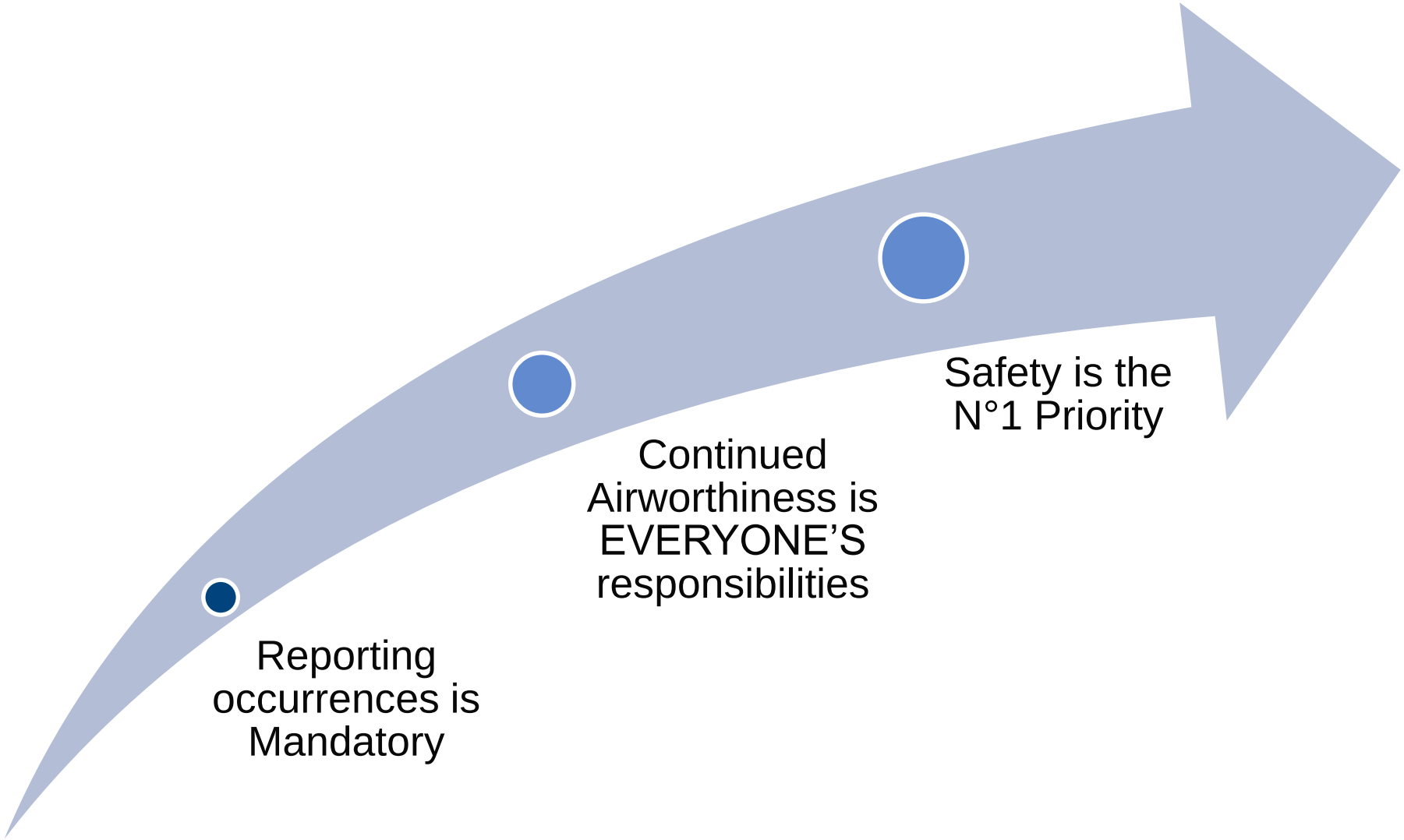
Conclusion



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