



# EASA

European Aviation Safety Agency

# Frequently Asked Questions on Airworthiness Directives

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**Your safety is our mission.**

An agency of the European Union 

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- Information available on EASA website
  - General information on AD - AMOC - SIB  
[home › airworthiness directives](#)
  - AD FAQ  
[home › the agency › faqs › airworthiness directives](#)
  - AMOC FAQ  
[home › the agency › faqs › alternative method of compliance \(amoc\) to an airworthiness directive](#)



- Why are EASA ADs issued in English only?
  - Documents to be translated into EU official languages **do not include ADs** - (EC) [216/2008](#), Article 32
  - Legal opinion on EASA obligations
    - ICAO Annex 8, 4.2. / MB Decision [12-2007](#)
    - Notify ADs to Design Approval Holder (DAH) of affected product, part or appliance **in English or in the language of the DAH upon request**
    - Transmit ADs to EASA Member States and ICAO States with affected product, part or appliance on the national register **in English** - common in aviation sector



## ➤ EASA MS NAA obligations

- ICAO Annex 8, 4.2. / (EC) [2042/2003](#), M.B.201, 303, 304

➤ **Transmit ADs to owners + operators** of products, parts and appliances on the national register and **verify conformity**

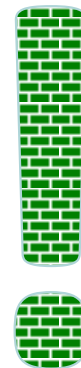
## ➤ Design Approval Holder obligations

➤ Make available to owners + operators all **information necessary to comply** with airworthiness requirements



### **For guidance on AD content**

- contact your State of Registry NAA
- contact the Design Approval Holder
- contact EASA [ads@easa.europa.eu](mailto:ads@easa.europa.eu)
- attend EASA AD Workshops





- Why does EASA not disseminate ADs to owners and operators directly?
  - EASA Member State **NAA**s in charge of disseminating to owners + operators in their country
    - Control the aircraft register and contact information
    - Can decide on how to notify ADs to owners + operators
- All **ADs are published** - EASA MB Decision [12-2007](#)
  - Immediately available to anyone at <http://ad.easa.europa.eu/>
  - Subscription, notification, biweekly reports available



- Why does the Disclaimer limit the accountability of the AD Publishing Tool?
  - Content is **not complete** (yet)
    - all ADs issued or approved by EASA - since 28 September 2003
    - many State of Design ADs issued by EU NAAs - before 2003
    - many foreign State of Design ADs adopted by EASA - since 2003
  - Mistakes are infrequent but possible due to **technical restrictions** of current tool and **human errors**
  - Disclaimer has been updated with new Regulation and links to State of Design NAAs



- How does EASA collect information published in an AD?
  - Definition of **minimum AD information**
    - (EU) [748/2012](#), 21.A.3B(d) / MB Decision [12-2007](#)
  - EASA **AD process** defined in Continuing Airworthiness Procedure ([CAP](#))
    - Determination of unsafe condition based on reports received
    - Development of corrective action by DAH
    - Review and approval of corrective action by EASA PCM + Team
    - AD drafting and publication (PCM + Safety Information Section)



- For which ADs do I have to record compliance?
  - Depends in which country the aircraft is registered
    - **State of Registry regulations** apply
    - Usually State of Design ADs apply
  - Aircraft registered in EASA Member States
    - **State of Design ADs apply** (EASA + adopted non-EU SoD ADs)
    - European State of Design ADs no longer exist
    - EASA MS NAA ADs are information only and not mandatory
    - Compliance with such ADs does not need to be recorded





- Does EASA keep a list of countries that follow EASA ADs?
  - **No such list** exists or will be created
  - EASA Member States are bound to comply
  - Most other countries follow State of Design ADs
    - EASA ADs apply for products designed in Europe
    - EASA ADs applied in many countries when EASA is not State of Design - national legislation or voluntary



- What does it mean when an AD applies to ‘all models’ or to a type ‘series’?
- EASA or pre-EASA European State of Design ADs
  - Models certified before or on the date of AD
  - ADs do not apply to not yet certified models
  - Should only be used where type is out of production
  - Example Airbus WB
- Certain non-European State of Design ADs
  - Intended to cover future models certified after the AD
  - Example Boeing 747 AD 87-04-07



## ► Airbus WB AD 2014-0164

ATA 53	Fuselage – Tail Cone / Trimmable Horizontal Stabilizer Support Struts at Frame 91 – Inspection / Modification
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300, A300-600 and A310 aeroplanes <span style="border: 2px solid red; padding: 2px;">all certified models</span> , all Manufacturer Serial Numbers (MSN) and Airbus A300F4-608ST aeroplanes, all MSN.

## ► Boeing 747 AD 87-04-07

**87-04-07 BOEING:** Amendment 39-5531. Applies to all Model 747 series airplanes equipped with escape slides, certificated in any category. The applicability of each requirement is listed in the following paragraphs. ~~Compliance required as indicated in the body of the AD.~~

To detect installation errors and provide satisfactory reliability of the evacuation system, accomplish the following, unless already accomplished:

A. For all Model 747 airplane doors equipped with escape slides, within nine months after the effective date of this AD or within 30 months after the date of initial delivery from Boeing, whichever occurs later, inspect the evacuation system in accordance with Boeing Service Letter 747-SL-52-35, Revision A, dated December 16, 1986, or later FAA-approved revisions, or FAA-approved equivalent, except as noted in subparagraphs A.1., A.2., and A.3., below.



- Can an EASA AD require tasks in accordance with AMM/CMM job cards?
  - ADs usually refer to Service Bulletins
  - Exceptionally, AMM/CMM job cards are referenced
    - instructions of the AMM/CMM task are an **acceptable method to comply**
    - AMM/CMM tasks can be changed under DOA privilege, but amendments are monitored under DOA procedure
- Examples: AD [2012-0175R1](#) and AD [2013-0010](#)



## ➤ AD 2012-0175R1

- (5) Modification of an aeroplane in accordance with an approved Airbus method to install a THSA P/N 47145-168 constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

AMM task 27-44-51-000-001 and task 27-44-51-400-001 to remove/install a THSA is considered an acceptable method.

## ➤ AD 2013-0010

- (2) If, during the 3 months preceding the effective date of this AD, an inspection and, depending on findings, corrective action, have already been accomplished on an aeroplane in accordance with the instructions of Fokker 70/100 Aircraft Maintenance Manual (AMM) Task 71-00-00-702-865-A, or Task 71-00-00-702-875-A, that action qualifies as compliance with the requirements of paragraph (1) of this AD for that aeroplane,



- Do aircraft level ADs for parts installed require both Vendor (OEM) and TC Holder Service Bulletin?
  - **No**, mostly the AD refers to a TC Holder SB only
  - Reference to Vendor SB only - possible if Vendor SB accepted by the TC Holder
  - Both SBs - TC Holder SB for part installed on aircraft, Vendor SB may be used before part installation
    - Examples: PAD [14-155R1](#), AD [2011-0160R2](#), AD [2010-0070](#)
  - Part with ETSO approval - AD issued to ETSOA Holder
    - Referring to ETSOA Holder SB instructions, example AD [2014-0125](#)



## ➤ PAD 14-155R1

- (3) From the effective date of this AD, do not install on any aeroplane a Recaro type 3510A or 3510D passenger seat, having a P/N as listed in Appendix 1 of this AD, in a row leading to a Type III over-wing emergency exit, unless the seat has been modified in accordance with the instructions of the relevant Airbus SB as listed in Table 1 of this AD, as applicable to aeroplane configuration, or in accordance with the instructions of the relevant Recaro SB as listed in Table 2 of this AD, as applicable to the affected seat.



## ➤ AD 2010-0070

Correction of unintended pilot seat movement –  
3 instruction documents:

- TCH AOT: deactivation of seat electrical power (1)
- Vendor SB: optional intermediate actions to restore seat electrical adjustments (2)
- TCH SB: terminating seat modification (3)

(1) Within the next 15 days after 23 April 2009 [the effective date of EASA AD 2009-0084], de-activate the electrical supply of SOGERMA P/N 2510112 series pilot seats and/or SOGERMA P/N 2510113 series co-pilot seats, in accordance with the instructions of Airbus All Operators Telex (AOT) A310-25A2203 Revision 02 or AOT A300-25A6215 Revision 02 or AOT A300-25A9010 Revision 02, as applicable to aeroplane model.

(2) **Optional intermediate actions:**

(2.1) Restoration of vertical seat electrical adjustment:

Deactivation of electrical powered horizontal movement of SOGERMA 2510112 series pilot seats and/or SOGERMA 2510113 series co-pilot seats in accordance with the instructions of SOGERMA Alert Service Bulletin A2510112-25-764 original issue, allows restoration of the vertical adjustment only.

(2.2) Restoration of vertical and horizontal seat electrical adjustment:

Repetitive inspections of the switch position 'S4' and the related shim of SOGERMA 2510112 series pilot seats and/or SOGERMA 2510113 series co-pilot seats at intervals not to exceed 2 months in accordance with SOGERMA Inspection Service Bulletin 2510112-25-807 original issue, allows reactivation of both horizontal and vertical electrical movements, provided the measurement results of each inspection are within the acceptable value indicated in the SOGERMA Inspection Service Bulletin 2510112-25-807 original issue.

Within 30 days after the first inspection, send a detailed and complete fleet inspection report, including measurement value(s) and P/N and serial number for each seat, to Airbus.

(3) **Terminating Action**

Within the next 12 months after the effective date of this AD, modify the aeroplane by installing an enlarged shim for horizontal switch actuation on each affected seat in accordance with the instructions of Airbus SB A310-25-2205, or A300-25-6217, or A300-25-9011, as applicable to aeroplane model. After modification of an aeroplane as required by this paragraph, the requirements of paragraph (1) of this AD no longer apply and the optional intermediate actions of paragraph (2) are no longer acceptable.





- Do I have to accomplish an AD if the required actions have been accomplished prior to the AD?
  - **Required** as indicated, **unless accomplished** previously, depending on acceptable instructions
    - Same instructions used as required in AD (or later approved revisions) **OK**
    - Instructions used are accepted in the AD (through credit paragraph) **OK**
    - Other instructions were used **NOT OK**
    - Exception: Task accomplished before minimum AD threshold **NOT OK**



## ➤ Later approved SB revisions

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

## ➤ Example credit paragraph

Inspection and nut replacement, accomplished before the effective date of this AD in accordance with the instructions of AgustaWestland BT 109-138, BT 109EP-135, BT 109K-62, BT 109L-075, BT 109S-60, BT 109SP-080 or BT 119-068 at original issue, as applicable, is acceptable to comply with the requirements of paragraph (1) or (2) of this AD, as applicable.



- Are operators required to retain information on mandatory actions accomplished on an aircraft?
  - **Yes**, to readily establish the status of the aircraft and its components at any time
  - Accomplishment of mandatory actions must be
    - **recorded** in the aircraft continuing airworthiness records
    - **demonstrated** to the competent authority upon request
- Information to be kept and retention periods
  - (EC) [2042/2003](#) paragraph M.A.305, see also
  - Notice of Proposed Amendment (NPA) [2014-04](#)



- Is an AD task “accomplished” when the work is done or when the aircraft is released to service?
  - **Certificate of Release to Service (CRS)** = date of accomplishment + reference date for repetitive tasks
  - Actions with calendar limit: Delay between task accomplishment and CRS can distort schedule - coordinate with maintenance organisation



- Can an AMOC be transferred with the aircraft from one owner to another?
  - **No**, the new owner has to re-apply
    - FO.CAP.00042 - incurs fees and charges
    - Aircraft registered outside EASA Member States - only TC Holder can apply
- AMOC principles
  - AMOC applicability = AD applicability > incorporate in AD
  - AD revision > AMOC to original AD remains valid
  - AD supersedure > AMOC no longer valid



- Why does EASA issue ADs for changes to the Airworthiness Limitations Section?
  - ADs issued for **new or more restrictive** limitations – non-compliance could result in an unsafe condition
  - In EASA Member States, operators are required to comply through Part M, but **compliance time** is not defined  
- (EC) [2042/2003](#), M.A.302
  - Obligation to **inform ICAO States of Registry** outside EASA regulatory remit of a potential unsafe condition



- Why should TC Holders publish an AD to SB cross-reference list?
  - Suggested by Certification Memorandum [CM-21.A-J-001](#)
  - **Best practice** approach for TC Holder (optional) for the benefit of operators
  - Easy distinction between **mandatory SBs** (AD exists) and **optional SB** (no AD exists)

EU AD	SB	Effective Date	Non-EU AD	Subject	AMOC
2014-XXXX	XXX-28-123	27/11/2014	US-2014-XX-XX	FUEL - XXX	Approval No. XXX SB XXX-28-456
N/A	XXX-27-789	N/A	N/A	FLIGHT - XXX	N/A



- How shall compliance with an AD be recorded when an AMOC was used?
  - AD compliance through AMOC is best recorded by reference to
    - The AMOC **approval number** and
    - The specific **Service Bulletin** instructions





- Do I have to comply with the latest service instructions available?
  - Compliance always **required** with instructions referenced in AD - later SB revisions **may** be used
  - Only EASA can issue mandatory requirements
    - (EU) [748/2012](#), 21.A.3B
  - AD requiring Alert Operator Transmission (AOT) superseded by SB
    - AD should be revised or superseded (see AD [2014-0257](#) )
    - AMOC should be issued for SB content



## ➤ What does it mean when EASA does not adopt an foreign State of Design AD?

### ➤ EASA Member States

- Applicable ADs are those of the State of Design - unless EASA deviates under provisions of ED Decision [02/2003](#)

### ➤ Foreign State of Design AD not adopted by EASA

- **No need to comply** for operators of affected aircraft in EASA Member States

FAA AD [74-08-09R3](#): Fire in Lavatories (covered by CS-25 and OPS)

FAA AD [2014-16-14](#): Boeing 737 Auto-Throttle Computer Replacement -  
EASA AD [2014-0093](#) (shorter compliance time)



- What is a Safety Information Bulletin (SIB) and who needs to react on it?
  - SIB = **non-mandatory** document
    - To share information to promote safety
    - AD action not warranted under (EU) 748/2012, 21.A.3B
- Target audience often identified in the SIB
  - see Applicability
- Compliance recommended, but non-compliance does not have legal implications



➤ Any further questions?

**Contact us at: [ads@easa.europa.eu](mailto:ads@easa.europa.eu)**

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➤ Don't forget:

*COMMENT ON  
EASA PADs !!!  
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European Aviation Safety Agency

# Thank you

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