

# Airworthiness Directive Reading Exercise


For further information contact the Safety Information Section,  
Certification Directorate, EASA. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No: 2013-0057</b></p> <p><b>Date: 11 March 2013</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Change Approval Holder's Name :</b></p> <p>ICARIUS AEROTECHNICS</p>	<p><b>Modification(s):</b></p> <p>PT6A-34 engine installation</p>
Approval Number:	DGAC France Supplemental Type Certificate (STC) n°IM23-SF-0127
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 71</b>	<b>Powerplant – Air inlet Screen – Inspection / Replacement</b>
Manufacturer:	Pilatus Aircraft Ltd (for the STC-modified aeroplanes)
Applicability:	PC-6 B2/H2 and B2/H4 aeroplanes, all serial numbers, if modified in accordance with DGAC France STC IM23-SF-0127.
Reason:	<p>The instructions provided by Icarus Aerotechnics to install a PT6A-34 engine on a PC6 aeroplane specify that the engine is to be modified into a similar configuration as the removed PT6A-27 engine, as originally installed by Pilatus Aircraft Ltd, i.e. Build Specification 877 (for four-blade propeller) or Build Specification 624 (for three-blade propeller).</p> <p>One operator of an STC-modified PC-6 aeroplane reported foreign object damage (FOD) in the compressor and on the turbine blades of their recently installed PT6A-34 engine. Investigation results revealed that in this case, the engine was inadvertently equipped with a narrow, coarse-mesh air inlet screen.</p> <p>This condition, if not detected and corrected, could lead to further cases of FOD in the engine compressor and turbine blades, possibly resulting in engine in flight shut down and forced landing, with consequent damage to the aeroplane and/or injury to occupants.</p> <p>For the reasons described above, this AD requires a one-time inspection to identify the engine air inlet screen and, depending on findings, the implementation of a flight manual (FM) change, installation of a placard and repetitive engine inspections. This AD also requires modification of the engine installation to install a wide fine mesh air inlet screen, Part Number (P/N) 3009499, which constitutes terminating action for the repetitive engine inspections.</p>


Effective Date:	25 March 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 25 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, inspect the engine air inlet screen in accordance with the instructions of Icarius Aerotechnics Service Bulletin (SB) n°1001.</li> </ol> <p>Note : For PC-6 B2/H2 aeroplanes, the action required by paragraph (1) of this AD may be accomplished by the pilot owner in accordance with EC 2042/2003 Part M.A.803(b).</p> <ol style="list-style-type: none"> <li>(2) If, during the inspection as required by paragraph (1) of this AD, a narrow coarse air inlet screen is found installed, before next flight, insert the temporary FM revision as defined in Annex 2 of Icarius Aerotechnics SB n°1001 and install the placard in the full view of the pilot in accordance with the instructions of Icarius Aerotechnics SB n°1001.</li> <li>(3) Concurrent with the actions as required by paragraph (2) of this AD, and, thereafter, after each use of the thrust reversion, visually inspect the engine compressor in accordance with the instructions of Pratt &amp; Whitney Engine Maintenance Manual No.3021242 chapter 72-30-05 §5 and, depending on findings, accomplish all applicable corrective actions before next flight.</li> <li>(4) Within 110 FH or 90 days, whichever occurs first after the inspection as required by paragraph (1) of this AD, modify the engine installation by installing a wide fine mesh air inlet screen P/N 3009499 in accordance with the instructions of Icarius Aerotechnics SB n°1001.</li> <li>(5) After modification of an aeroplane as required by paragraph (4) of this AD, the temporary flight manual revision and placard as required by paragraph (2) of this AD may be removed from the aeroplane.</li> <li>(6) Modification of an aeroplane as required by paragraph (4) of this AD constitutes terminating action for the repetitive engine inspections required by paragraph (3) of this AD.</li> <li>(7) From the effective date of this AD, do not install any narrow coarse mesh air inlet screen on PC-6 B2/H2 and B2/H4 aeroplanes modified in accordance with DGAC France STC IM23-SF-0127.</li> </ol>
Ref. Publications:	<p>Icarius Aerotechnics SB n°1001 R0 dated 10 January 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: ICARIUS AEROTECHNICS – Aéroport - 05130 TALLARD – FRANCE Telephone : +33 (4) 92 54 16 23; Fax : +33 (4) 92 54 16 22 E-mail: <a href="mailto:maintenance@icarius.fr">maintenance@icarius.fr</a>.</li> </ol>


<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<b>AD No.: 2013-0057</b>
Note: more than one answer can be correct	
<p>Question 1: My aircraft has a PT6A-34 installed. Do I have to comply with this AD?</p> <p><input type="checkbox"/> Yes, before next flight after the inspection required by paragraph (1) of the AD.</p> <p><input type="checkbox"/> Only if a discrepancy is found to exist, as specified in paragraph (2) of the AD.</p> <p> All actions of the AD must be complied with, if your aircraft is identified in the Applicability of the AD.</p>	
<p>Question 2: I have modified my aircraft as required by paragraph (4) of the AD. Can I now record this AD as 'complied with' in my maintenance log?</p> <p><input type="checkbox"/> No, you must continue repetitive inspections.</p> <p> Yes, paragraph (6) confirms that modification is 'terminating action'.</p> <p> No, paragraph (7) must still remain 'active' in the technical administration (e.g. approved aircraft maintenance programme, or quality control system).</p>	
<p>Question 3: Can I safely install a coarse mesh air inlet screen on my aircraft?</p> <p> Yes, except if your aircraft is identified in the Applicability of the AD.</p> <p><input type="checkbox"/> No. Paragraph (7) of the AD prohibits that action.</p> <p><input type="checkbox"/> Yes, as long as your aircraft has not yet been modified as required by the AD.</p>	

Question 4: A PT6A-34 engine is in shop for maintenance. Must the engine be modified as required by the AD?

☐ Yes, prior to installation on an aircraft.

 No. The AD is not an 'engine' AD and applies only to certain PC-6 aircraft with that engine, if installed by a specific STC.







 Yes, in case it is known that the engine will be installed on an STC-modified PC-6 aircraft.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0031</b></p> <p><b>Date: 04 February 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
<b>Design Approval Holder's Name:</b> ROLLS-ROYCE plc	<b>Type/Model designation(s):</b> RB211 Trent 700 engines
TCDS Number: EASA.E.042	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2013-0060 dated 11 March 2013.	
<b>ATA 72</b>	<b>Engine – Low Pressure Compressor Blades – Inspection / Replacement</b>
<b>Manufacturer(s):</b>	Rolls-Royce plc (RR)
<b>Applicability:</b>	<p>RB211 Trent 768-60, 772-60, 772B-60 and 772C-60 engines, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Airbus A330 aeroplanes.</p>
<b>Reason:</b>	<p>Low Pressure (LP) compressor partial aerofoil blade release events occurred in service on RR Trent 700 engines. While primary containment of the released sections was achieved in each case, some of the releases did exhibit secondary effects that are considered to present a potential hazard. Previously, expeditious actions by RR mitigated the risks presented by these effects, by removal from service of batches of LP compressor blades. However, some causal factors still exist that are not fully understood.</p> <p>This condition, if not detected and corrected, could lead to LP compressor blade release with possible consequent loss of the engine nose cowl, under cowl fires and forward projection of secondary debris, possibly resulting in damage to the aeroplane and/or injury to persons on the ground.</p> <p>To address this potential unsafe condition, EASA issued AD 2012-0247 to require a one-time inspection of the higher life LP compressor blades.</p> <p>After identification of a population of these LP compressor blades that were incorrectly inspected, EASA issued AD 2013-0060, superseding AD 2012-0247, to require re-inspection of the affected blades.</p> <p>Since EASA AD 2013-0060 was issued, to mitigate the risk of further partial fan blade release events, RR issued Non-Modification Service Bulletin (NMSB)</p>

	<p>RB.211-72-AH465, providing instructions for a programme of repetitive ultrasonic inspections of the affected LP compressor blades to detect sub-surface anomalies in the aerofoil.</p> <p>For the reasons described above, this AD supersedes EASA AD 2013-0060 and requires repetitive inspections of all affected LP compressor blades and, depending on findings, replacement.</p>
Effective Date:	18 February 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Note: Where in this AD, reference is made to an RR SB or NMSB with an 'A' (Alert) in the number, it should be recognised that an earlier or later revision may not have that 'A'. This kind of change does not effectively alter the publication references for the purpose of this AD.</p> <ol style="list-style-type: none"> <li>(1) For LP Compressor blades Part Number (P/N) FK23411, P/N FK25441, P/N FK25968, P/N FW11901, P/N FW15393, P/N FW23643, P/N FW23741, P/N FW23744, P/N KH23403 and P/N KH23404, before exceeding 3 600 FC since new and, thereafter, at intervals not to exceed 2 400 FC, accomplish an ultrasonic inspection of each LP compressor blade in accordance with the instructions of Section 3 of RR NMSB RB.211-72-AH465.</li> <li>LP compressor blade ultrasonic inspections accomplished in accordance with the instructions referenced in the mandatory inspection section of the applicable engine Time Limits Manual (TLM) T-Trent-1RR are acceptable to comply with the inspection requirements of paragraph (1) of this AD.</li> <li>(2) LP compressor blade ultrasonic inspections, accomplished before the effective date of this AD in accordance with the instructions of Rolls-Royce NMSB RB.211-72-G702, or NMSB RB.211-72-G872, or NMSB RB.211-72-H311, or Engine Manual (EM) E-Trent-1RR, Task 72-31-11-200-806, are acceptable to comply with the inspection requirements of paragraph (1) of this AD.</li> <li>(3) For any blade that, on the effective date of this AD, has already exceeded 2 200 FC since last inspection, the next inspection must be accomplished before exceeding 3 000 FC since the last inspection. Thereafter, repetitive inspections must be accomplished as required by paragraph (1) of this AD.</li> <li>(4) If, during any inspection as required by paragraph (1) or (3) of this AD, a LP Compressor blade fails the ultrasonic inspection, before next flight, or before release to service of the engine, as applicable, replace the affected blade with a serviceable one.</li> <li>(5) From the effective date of this AD, installation on an engine of a replacement LP compressor blade having P/N FK23411, P/N FK25441, P/N FK25968, P/N FW11901, P/N FW15393, P/N FW23643, P/N FW23741, P/N FW23744, P/N KH23403 or P/N KH23404, that has accumulated or exceeded 3 600 FC since new, or 2 400 FC since inspection in accordance with RR NMSB RB.211-72-AH465, or since an inspection as specified in paragraph (2) of this AD, whichever occurred later, is allowed, provided that, prior to installation, the replacement LP compressor blade has passed the ultrasonic inspection in accordance with the instructions of Section 3 of RR NMSB RB.211-72-AH465.</li> </ol>
Ref. Publications:	<p>Rolls-Royce NMSB RB.211-72-G702 dated 23 May 2011.</p> <p>Rolls-Royce NMSB RB.211-72-G872 dated 2 April 2012, or Revision 1 dated 2 July 2012, or Revision 2 dated 08 March 2013.</p> <p>Rolls-Royce NMSB RB.211-72-H311 dated 08 March 2013.</p> <p>Rolls-Royce NMSB RB.211-72-AH465 dated 15 July 2013.</p>

	<p>RR Trent 700 EM E-Trent-1RR.</p> <p>RR Trent 700 TLM T-Trent-1RR.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 19 November 2013 as PAD 13-170 for consultation until 17 December 2013. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact your designated Rolls-Royce representative, or download the publication from your Aeromanager account at <a href="http://www.aeromanager.com">www.aeromanager.com</a>.</li> </ol> <p>If you do not have a designated representative or Aeromanager account, please contact <b>Corporate Communications</b> at <b>Rolls-Royce plc</b>, P.O. Box 31, Derby, DE24 8BJ, United Kingdom. Telephone: +44 (0) 1332 242424, or</p> <p>send an email through <a href="http://www.rolls-royce.com/contact/civil_team.jsp">http://www.rolls-royce.com/contact/civil_team.jsp</a> identifying the correspondence as being related to <b>Airworthiness Directives</b>.</p>




<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<b>AD No.: 2014-0031</b>
Note: more than one answer can be correct	
<p>Question 1: An airline operates Airbus A330-202 aircraft. Does the operator have to take this AD into account?</p> <p><input type="checkbox"/> Yes. The Applicability states that the engines are 'known to be installed on' A330 aircraft.</p> <p><input type="checkbox"/> No, because it is an engine AD.</p> <p> No, since those aircraft are equipped with General Electric CF6-80E1 engines.</p>	
<p>Question 2: My engine does not have any of the LP compressor blades installed, listed by P/N in paragraph (1) of the AD. Do I still need to comply?</p> <p><input type="checkbox"/> No, compliance is only required for engines with 'affected' P/N blades installed.</p> <p><input type="checkbox"/> Yes.</p> <p> Yes, but only with paragraph (5) of the AD.</p>	
<p>Question 3: My engine has – on the effective date of the AD – accumulated 2 521 FC since overhaul. When do I have to accomplish the first inspection?</p> <p> Within 1 079 FC after the effective date of the AD.</p> <p> Within 3 000 FC since overhaul, i.e. within 479 FC after the effective date of the AD.</p> <p> None of the above.</p>	

Question 4: I have replaced all LP compressor blades on my engine with blades that have different P/N than those listed in paragraph (1) of the AD. Can I now record this AD as 'no longer applicable' to my engine?

☐ Yes.






 No. The AD may not require 'corrective action' anymore, but still applies to the engine.


☐ No, because the AD does not specify any 'terminating' action.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>														
	<p><b>AD No.: 2014-0072</b></p> <p><b>Date: 20 March 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>														
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>															
<p><b>Design Approval Holder's Name:</b></p> <p>AIRBUS HELICOPTERS</p>	<p><b>Type/Model designation(s):</b></p> <p>AS 332, EC 225, SA 365, AS 365 and EC 155 helicopters</p>														
TCDS Number:	EASA.R.002 and EASA.R.105														
Foreign AD:	Not applicable														
Supersedure:	None														
<b>ATA 25</b>	<b>Equipment / Furnishings – Emergency Locator Transmitter – Identification / Replacement</b>														
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)														
Applicability:	<p>AS 332 L1, AS 332 L2, EC 225 LP, SA 365 N, AS 365 N3 and EC 155 B1 helicopters, all serial numbers, if equipped with HR Smith Emergency Locator Transmitter (ELT) Part Number (P/N) CPI 503-16 installed in accordance with any of Airbus Helicopter design change as specified in Table 1 of this AD:</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Helicopter Type and Model</th><th>Airbus Helicopter Design Change for ELT P/N CPI 503-16 Installation</th></tr> </thead> <tbody> <tr> <td>AS 332 L1</td><td>332AMR3400.02/.03, or 332AMR3400.08/.03, or 332AMR3400.10/.03, or 332AMR3400.12/.03, or 332AMR3416.01/.11, or</td></tr> <tr> <td>AS 332 L2</td><td>332P650640.00/.03, or 332P650640.03/.11/.12</td></tr> <tr> <td>EC 225 LP</td><td>332P650640.01/.11/.12, or 332P650640.01/.11/.08, or 332P650640.01/.12/.14</td></tr> <tr> <td>SA 365 N</td><td>365R650600.00</td></tr> <tr> <td>AS 365 N3</td><td>365P650685.01/02</td></tr> <tr> <td>EC 155 B1</td><td>365P650685.00/02, or 365P650685.00/.10</td></tr> </tbody> </table>	Helicopter Type and Model	Airbus Helicopter Design Change for ELT P/N CPI 503-16 Installation	AS 332 L1	332AMR3400.02/.03, or 332AMR3400.08/.03, or 332AMR3400.10/.03, or 332AMR3400.12/.03, or 332AMR3416.01/.11, or	AS 332 L2	332P650640.00/.03, or 332P650640.03/.11/.12	EC 225 LP	332P650640.01/.11/.12, or 332P650640.01/.11/.08, or 332P650640.01/.12/.14	SA 365 N	365R650600.00	AS 365 N3	365P650685.01/02	EC 155 B1	365P650685.00/02, or 365P650685.00/.10
Helicopter Type and Model	Airbus Helicopter Design Change for ELT P/N CPI 503-16 Installation														
AS 332 L1	332AMR3400.02/.03, or 332AMR3400.08/.03, or 332AMR3400.10/.03, or 332AMR3400.12/.03, or 332AMR3416.01/.11, or														
AS 332 L2	332P650640.00/.03, or 332P650640.03/.11/.12														
EC 225 LP	332P650640.01/.11/.12, or 332P650640.01/.11/.08, or 332P650640.01/.12/.14														
SA 365 N	365R650600.00														
AS 365 N3	365P650685.01/02														
EC 155 B1	365P650685.00/02, or 365P650685.00/.10														

Reason:	<p>Airbus Helicopters determined that HR Smith, ELT P/N CPI 503-16 manufacturer, modified the ELT without involving Airbus Helicopters. The modified ELT is not approved as replacement part for installation on helicopters equipped with Airbus Helicopters design change(s) as identified in the Applicability paragraph of this AD. The new ELT parts, marked as P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5, integrate several minor design changes, in particular, installation of a gasket on the rear surface of the ELT where its electrical interface connector is located. Similar gasket component attached to the helicopter structure already exists for the Airbus Helicopters approved ELT P/N CPI 503-16 configuration. After installation of ELT unit P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5 the two gasket layers are overlapping. This configuration leads to insufficient engagement of the ELT unit (partial plugging of ELT unit in its connector) and may allow moisture to enter into the connector.</p> <p>This condition, if not detected and corrected, could lead to the ELT malfunction and failure to transmit distress signal during a helicopter emergency.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Eurocopter Alert Service Bulletin (ASB) No. AS332-25.02.59 for AS 332 L1 and AS 332 L2 helicopters, ASB No. EC225-25A123 for EC 225 LP helicopters, ASB No. AS365-25.01.24 for SA 365 N and AS 365 N3 helicopters, and ASB No. EC155-25A120 for EC 155 B1 helicopters to provide inspection and replacement instructions.</p> <p>For the reasons described above, this AD requires identification and replacement of the affected HR Smith ELT units P/N CPI 503-16.</p>
Effective Date:	03 April 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 110 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD, inspect the HR Smith ELT P/N CPI 503-16 installed on the helicopter to identify the modification status of the part in accordance with Eurocopter ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, as applicable to helicopter type and model.</li> </ol> <p>A review of a helicopter delivery or maintenance records, in lieu of the inspection as required by this paragraph, is acceptable to determine the modification status of the installed ELT, provided the "MOD" number of the ELT P/N CPI 503-16 can be conclusively determined from that review.</p> <ol style="list-style-type: none"> <li>(2) If, during the inspection, as required by paragraph (1) of this AD, an ELT with a P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5 is determined to be installed, before next flight, replace the ELT with a serviceable part in accordance with Eurocopter ASB No. AS332-25.02.59, or ASB No. EC225-25A123, or ASB No. AS365-25.01.24, or ASB No. EC155-25A120, as applicable to helicopter type and model.</li> <li>(3) From the effective date of this AD, do not install an ELT with P/N CPI 503-16 MOD 4 or P/N CPI 503-16 MOD 5 on a helicopter.</li> </ol>
Ref. Publications:	<p>Eurocopter ASB No. AS332-25.02.59 original issue, dated 20 December 2013.</p> <p>Eurocopter ASB No. EC225-25A123 original issue, dated 20 December 2013.</p> <p>Eurocopter ASB No. AS365-25.01.24 original issue, dated 20 December 2013.</p> <p>Eurocopter ASB No. EC155-25A120 original issue, dated 20 December 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

Remarks:	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. This AD was posted on 27 January 2014 as PAD 14-024 for consultation until 24 February 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence 13725 Marignane Cedex, France Telephone +33 (4) 42 85 97 97, Facsimile +33 (4) 42 85 99 66 E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li></ol>
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<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<b>AD No.: 2014-0072</b>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: My helicopter does not, at this time, have an HR Smith ELT P/N CPI 503-16 installed. Do I have to comply with this AD?</p> <p> Whenever, any time after the effective date of the AD, you install such an ELT, the AD 'becomes' applicable to your helicopter.</p> <p> No, you can record the AD as 'N/A'.</p> <p><input type="checkbox"/> Yes, you must comply with paragraph (3) of the AD.</p>	
<p>Question 2: I operate an EC 155 B helicopter which has an HR Smith ELT P/N CPI 503-16 installed. Do I have to replace the ELT?</p> <p> The AD does not apply to EC 155 B helicopters.</p> <p><input type="checkbox"/> Yes.</p> <p><input type="checkbox"/> No, unless the MOD number of the ELT is 4 or 5.</p>	
<p>Question 3: I operate an EC 225 LP helicopter with an HR Smith ELT P/N CPI 503-16 installed by STC. Do I have to comply with this AD??</p> <p><input type="checkbox"/> No, unless the MOD number of the ELT is 4 or 5.</p> <p> No. The AD only applies to helicopters that have had the ELT installed by Airbus Helicopter (Eurocopter) modification, as identified in the Applicability section (Table 1).</p> <p><input type="checkbox"/> Yes.</p>	

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0219</b></p> <p><b>Date: 29 September 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Design Approval Holder's Name:</b></p> <p>AIRBUS</p>	<p><b>Type/Model designation(s):</b></p> <p>A330 and A340 aeroplanes</p>
TCDS Number:	EASA.A.004, EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2010-0192 and EASA AD 2010-0193, both dated 29 September 2010, including their Corrections, both dated 11 October 2010.
<b>ATA 27</b>	<b>Flight Controls – Trimmable Horizontal Stabilizer Actuator – Inspection / Modification</b>
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN), and</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.</p>
Reason:	<p>Several cases of transfer tube disconnection from the ball-nut of the trimmable horizontal stabilizer actuator (THSA) part number (P/N) 47172 and 47147-400 were detected on the ground during greasing and maintenance. Investigation results showed that this was caused by water ingress into the ball-nut, resulting in the jamming of the ball transfer circuit when the water froze. If the three (independent) ball circuits fail, then the THSA operates on a fail-safe nut (which operates without balls), which jams after several movements on the ballscrew of the THSA.</p> <p>This condition, if not detected and corrected, could damage the ball screw and the fail-safe nut, possibly resulting in jamming of the THSA and consequent reduced control of the aeroplane.</p> <p>To detect at an early stage any distortion or initiation of disconnection, DGAC France issued AD 2001-356 and AD 2001-357 to require repetitive inspections</p>

	<p>of the transfer tubes and their collars and, depending on findings, corrective action(s).</p> <p>Prompted by another case of transfer tube disconnection, DGAC France issued AD 2001-356R2 and AD 2001-357R2 to require additional repetitive greasing and reinforcement of the ball-nut maintenance greasing instructions.</p> <p>Subsequently, DGAC France issued AD 2002-037 and AD 2002-038 to require a modification that was also terminating action for the repetitive inspections and greasing tasks required by DGAC France AD 2001-356R2 and AD 2001-357R2 for the THSA P/N 47172 by application of Service Bulletin (SB) A330-27-3085 or SB A340-27-4089 (equivalent to Airbus production modification 49590), as applicable, changing the THSA P/N from 47172 to 47172-300.</p> <p>Later on, DGAC France issued AD 2002-414 (later revised to R3) and AD 2002-415 (later revised to R2), which superseded the DGAC France AD 2001-356R2, AD 2001-357R2, AD 2002-037 and AD 2002-038, requiring:</p> <ul style="list-style-type: none"> <li>- repetitive inspections of all THSA P/N in service,</li> <li>- repetitive lubrication of some THSA P/N, and</li> <li>- replacement of THSA P/N 47172, 47147-400 and 47147-2XX/-3XX.</li> </ul> <p>In addition, the electrical flight control computers monitor the operation of the THSA and the jamming of this actuator could be detected and indicated by messages on the maintenance system and on the ECAM. For that reason, DGAC France AD 2002-414 and AD 2002-415 also required inspection of the THSA after display of such message(s).</p> <p>After those ADs were issued, Airbus introduced 4 new THSA, P/N 47172-500, P/N 47172-510, P/N 47172-520 and P/N 47172-530.</p> <p>As these new THSA also needed to be inspected/lubricated, EASA issued AD 2010-0192 and AD 2010-0193, which retained the requirements of DGAC France AD F-2002-414R3 and AD F-2002-415R2 respectively, which were superseded, to add required repetitive inspections and lubrications of the new THSA P/N.</p> <p>Since those ADs were issued, all requirements of EASA AD 2010-0192 and AD 2010-0193 were transferred into Airbus Airworthiness Limitations Section (ALS) Part 4, except the requirement of paragraph (2.3) of those ADs. At this time, compliance with ALS Part 4 tasks is required by EASA AD <a href="#">2013-0268</a> (A330 aeroplanes) and AD <a href="#">2013-0269</a> (A340 aeroplanes), respectively.</p> <p>In addition, Airbus developed a Checkable Shear Pin (CSP) for the THSA and an associated additional electrical harness, which consists of installation of two Electrical Detection Devices (EDD) on the lower attachment secondary load path, which gives an indication to the Flight Control Primary Computers of secondary load path engagement.</p> <p>After embodiment of these modifications on an aeroplane, the repetitive inspections of the ballscrew assembly for integrity of the primary and secondary load paths is no longer required, because the failure is detected automatically by this new device.</p> <p>For the reasons described above, this AD retains only the requirement of paragraph (2.3) of EASA AD 2010-0192 and 2010-0193, which are superseded, and requires the installation of CSP and associated additional electrical harness on the THSA of the aeroplane. This AD also requires, for A340-500/-600 aeroplanes that are post-SB A340-92-5008 (at Revision 06 or earlier), accomplishment of A340 ALS Part 3 task 274000-B0002-1-C, providing a grace period of 3 months for aeroplanes that have exceeded the applicable threshold or interval.</p>
Effective Date:	13 October 2014



Required Action(s)  
and Compliance  
Time(s):

Required as indicated, unless accomplished previously:

For the purpose of this AD, groups of aeroplanes are defined:

Group 1 aeroplanes	A330-200/-300 aeroplanes on which Airbus SB A330-27-3137 at original issue or Revision 1, as applicable, <b>and</b> SB A330-92-3046 Revision 04 or Revision 05 have been embodied in service
	A340-200/-300 aeroplanes on which Airbus SB A340-27-4136 at original Issue or Revision 01 <b>and</b> SB A340-92-4056 Revision 03 have been embodied in service
Group 2 aeroplanes	A330-200/-300 and A340-200/-300 aeroplanes on which Airbus modifications 55780 and 52269 and 56056 have been embodied in production
	A340-500/-600 aeroplanes on which Airbus modifications 54882 and 52191 and 56058 have been embodied in production
Group 3 aeroplanes	A330-200/-300 aeroplanes on which Airbus SB A330-27-3137 at original issue or Revision 1 has been embodied in service <b>and</b> Airbus modifications 52269 and 56056 have been embodied in production
	A330-200/-300 aeroplanes on which Airbus modification 55780 has been embodied in production <b>and</b> Airbus SB A330-92-3046 Revision 04 or Revision 05 has been embodied in service
	A340-200/-300 aeroplanes on which Airbus SB A340-27-4136 at original Issue or Revision 01 has been embodied in service <b>and</b> Airbus modifications 52269 and 56056 have been embodied in production
	A340-200/-300 aeroplanes on which Airbus modification 55780 has been embodied in production <b>and</b> on which Airbus SB A340-92-4056 Revision 03 has been embodied in service

For all aeroplanes, except Group 1, Group 2 and Group 3 aeroplanes:

- (1) From the effective date of this AD, each time if, during flight, one of the "PRIM X PITCH FAULT" or "STAB CTL FAULT" messages is displayed on the ECAM associated with the "PITCH TRIM ACTR (1CS)" maintenance message, before next flight following the messages display, accomplish the actions as specified in paragraphs (1.1) and (1.2) of this AD.
  - (1.1) Accomplish a detailed inspection of the THSA ball screw assembly for integrity of the primary and secondary load path and check the CSP (if installed), and accomplish the applicable corrective actions, in accordance with the accomplishment instructions of Airbus SB A330-27-3102 Revision 08 or SB A340-27-4107 Revision 08, as applicable to the aeroplane type and model. For A340-500/-600 aeroplanes, this inspection must be accomplished in accordance with the instructions of A340 ALS Part 3 task 274000-B0002-1-C.
  - (1.2) Lubricate the THSA ball-nut. This can be accomplished in accordance with the instructions of A330 ALS Part 4 task 274400-00002-1-E or A340 ALS Part 4 task 274400-00002-1-E or A340 ALS Part 3 task 274000-B0003-1-C, as applicable to the aeroplane type and model.

Note 1: For terminating action for the requirements of paragraph (1) of this AD, see paragraph (6) or (7) of this AD, as applicable. Modification of an aeroplane as required by this AD does not constitute terminating action for the generic ALS tasks referenced in paragraph (1.2) (lubrication of THSA) of this AD.

For all aeroplanes, except Group 2 aeroplanes, no later than 31 December 2016, accomplish the actions as specified in paragraph (2) or (3) or (4), as applicable.

- (2) Modify the aeroplane to install CSP on the THSA and additional electrical harness in accordance with the accomplishment instructions of Airbus SBs, as defined in Table 1 of this AD, depending on installed THSA P/N and aeroplane model.

Table 1 – Applicable SB for modification

THSA P/N	CSP	Electrical harness (see Note 2 of this AD)
47172-300	SB A330-27-3137 Revision 02, or SB A340-27-4136 Revision 02, as applicable	SB A330-92-3046 Revision 06, or SB A340-92-4056 Revision 04, as applicable
47147-500	SB A330-27-3143 Revision 01 or SB A340-27-4143, as applicable	
47175-200 47175-300	SB A340-27-5030	SB A340-92-5008 Revision 07

Note 2: Some aeroplanes might already have the electrical harness installed in production with Airbus modifications 52269 **and** 56056 for A330-200/-300 and A340-200/-300 aeroplanes, and with Airbus modifications 52191 **and** 56058 for A340-500/-600 aeroplanes. For these aeroplanes, only the CSP must be installed on the THSA.

- (3) For aeroplanes that have already been modified (installation of CSP on the THSA and electrical harness) before the effective date of this AD, in accordance with the instructions of any previous revision of an Airbus SB as listed in Table 1 of this AD, as applicable to aeroplane type, depending on the aeroplane configuration, accomplish the applicable additional work (if any) as specified in the Airbus SB revision listed in Table 1 of this AD.
- (4) For aeroplanes having one of the THSA P/N listed in Table 2 of this AD which are compliant with CSP installation as required by paragraph (2) of this AD, verify whether the electrical harness is installed on the aeroplane and, if found to be not installed, modify the aeroplane to install the electrical harness in accordance with the instructions of Airbus SB as defined in Table 2 of this AD.

Table 2 - Electrical harness installation on the aeroplane

THSA P/N (see Note 3 of this AD)	Applicable SB
47172-500, 47172-510, 47172-520 or 47172-530	SB A330-92-3046 Revision 06, or SB A340-92-4056 Revision 04, as applicable
47147-700 or 47147-710	
47175-500, 47175-520 or 47175-530	SB A340-92-5008 Revision 07





Note 3: Aeroplanes having one of the THSA installed with a P/N listed in Table 2 of this AD already have the CSP installed on the THSA, and only the electrical harness must be installed on the aeroplane.

- (5) Modification of an aeroplane, before the effective date of this AD, in accordance with instructions of :

- Airbus SB A330-27-3137 at original issue or Revision 01, **and** Airbus SB

	<p>A330-92-3046 Revision 04 or Revision 05, or</p> <ul style="list-style-type: none"> <li>- Airbus SB A340-27-4136 at original issue or Revision 01, <b>and</b> Airbus SB A340-92-4056 Revision 03,</li> </ul> <p>as applicable to aeroplane type, constitutes terminating action for the repetitive inspections as specified in</p> <ul style="list-style-type: none"> <li>- A330 ALS Part 4 task 274400-00001-1-E, task 274400-00001-2-E, task 274400-00001-3-E and task 274400-00001-4-E, and</li> <li>- A340 ALS Part 4 task 274400-00001-1-E, task 274400-00001-2-E, task 274400-00001-3-E and task 274400-00001-4-E,</li> </ul> <p>as applicable to that aeroplane.</p> <p>(6) Modification of an A340-200/300 aeroplane in accordance with the instructions of Airbus SB A340-27-4143 <b>and</b> SB A340-92-4056 Revision 03, constitutes terminating action for the repetitive actions as required by paragraph (1) of this AD for that aeroplane.</p> <p>Note 4: For aeroplanes as defined in paragraphs (5) and (6) of this AD, refer to paragraph (3) of this AD for some additional work.</p> <p>(7) Modification of an aeroplane as required by paragraph (2), (3) or (4) of this AD, as applicable, constitutes terminating action for that aeroplane, for the following:</p> <ul style="list-style-type: none"> <li>- For all aeroplanes: the repetitive actions as required by paragraph (1) of this AD.</li> <li>- For A340-500/-600 aeroplanes: ALS Part 3 task 274000-B0002-1-C.</li> <li>- For A330-200/-300 and A340-200/-300 aeroplanes: the ALS tasks as specified in paragraph (5) of this AD, as applicable.</li> </ul> <p>(8) For an A340-500/-600 aeroplane that is post-SB A340-92-5008 (at Revision 06 or earlier), before exceeding the threshold or interval, as applicable, of A340 ALS Part 3 task 274000-B0002-1-C, or within 3 months after the effective date of this AD, <b>whichever occurs later</b>, accomplish A340 ALS Part 3 task 274000-B0002-1-C and, thereafter, within the applicable intervals (see paragraph (7) of this AD for terminating action).</p> <p>(9) Do not install on an aeroplane any THSA having P/N 47172-300, P/N 47147-500, P/N 47175-200 or P/N 47175-300, as specified in paragraph (9.1) or (9.2) of this AD, as applicable.</p> <p>(9.1) For aeroplanes that must comply with paragraph (2), (3) or (4) of this AD: after modification of the aeroplane as required by paragraph (2), (3) or (4) of this AD, as applicable.</p> <p>(9.2) For Group 2 aeroplanes: from the effective date of this AD.</p>
Ref. Publications:	<p>Airbus SB A330-27-3102 Revision 08 dated 06 December 2007.</p> <p>Airbus SB A340-27-4107 Revision 08 dated 06 December 2007.</p> <p>Airbus SB A330-27-3137 original issue dated 20 March 2007, Revision 01 dated 06 December 2007, or Revision 02 dated 18 January 2010.</p> <p>Airbus SB A330-27-3143 Revision 01 dated 10 July 2012.</p> <p>Airbus SB A340-27-4136 original issue dated 20 March 2007, Revision 01 dated 06 December 2007, or Revision 02 dated 24 February 2010.</p> <p>Airbus SB A340-27-4143 original issue dated 21 February 2012.</p> <p>Airbus SB A340-27-5030 original issue dated 06 December 2007, or Revision 01 dated 20 November 2009.</p> <p>Airbus SB A330-92-3046 Revision 04 dated 16 July 2010, or Revision 05 dated</p>

	<p>07 November 2011, or Revision 06 dated 15 November 2013.</p> <p>Airbus SB A340-92-4056 Revision 03 dated 16 July 2010, or Revision 04 dated 05 December 2013.</p> <p>Airbus SB A340-92-5008 Revision 07 dated 08 February 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 20 May 2014 as PAD 14-080 for consultation until 17 June 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>

<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<b>AD No.: 2014-0219</b>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: My aircraft is in a configuration as defined in Group 1. When do I have to comply with paragraph (8) this AD?</p> <p> Compliance is not necessary. In the AD it is stated that §(8) is “For an <b>A340-500/-600</b> aeroplane”, while Group 1 is defined as only A330 and A340-200/-300.</p> <p><input type="checkbox"/> By 31 December 2016 at the latest.</p> <p><input type="checkbox"/> Within 3 months after the effective date.</p>	
<p>Question 2: My aircraft is in a configuration as defined in Group 2. Does the AD allow me to install a THSA P/N 47172-300?</p> <p><input type="checkbox"/> Yes, as long as my aircraft is not yet modified as required by the AD.</p> <p> No, paragraph (9.2) prohibits that.</p> <p><input type="checkbox"/> None of the above.</p>	
<p>Question 3: My aircraft has been modified, as specified in paragraph (5) of the AD. Does that mean terminating action for my aircraft with regard to this AD?</p> <p><input type="checkbox"/> Yes, for the repetitive inspections and lubrications as required by paragraph (1).</p> <p> No. Paragraph (3) of the AD still requires additional work.</p> <p><input type="checkbox"/> No, only specific ALS tasks can be discontinued.</p>	

Question 4: Does this AD require compliance with the applicable ALS task, as specified in paragraph (1.2)?

☐ Yes, concurrently with the repetitive inspections as required by paragraph (1.1).



No. The ALS task is only an acceptable method to do the required lubrication action.

☐ The ALS task is only required when findings are made during the inspection as required by paragraph (1.1).


Question 5: What is the interval for the detailed inspection as required by paragraph (1) of the AD?

☐ This is specified in ALS Part 3 task 274000-B0002-1-C.



Action is required after display of a specific ECAM message.

☐ Action is required before each flight.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2014-0257</b></p> <p><b>Date: 27 November 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
<b>Design Approval Holder's Name:</b> AIRBUS	<b>Type/Model designation(s):</b> A330 and A340 aeroplanes
TCDS Numbers: EASA.A.004 and EASA.A.015	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2013-0144R1 dated 27 August 2013.	
<b>ATA 27</b>	<b>Flight Controls – Trimmable Horizontal Stabilizer Actuator – Identification / Replacement</b>
<b>Manufacturer(s):</b>	Airbus (formerly Airbus Industrie)
<b>Applicability:</b>	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN).</p> <p>Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.</p>
<b>Reason:</b>	<p>During endurance qualification tests on Trimmable Horizontal Stabilizer Actuator (THSA) of another Airbus aeroplane type, a partial loss of the no-back brake (NBB) efficiency was experienced. Due to THSA design similarity on the A330/A340 fleet, a similar partial loss of the NBB efficiency was identified on THSA Part Number (P/N) 47147 as installed on A330-300 and A340-200/-300 aeroplanes, on THSA P/N 47172 as installed on A330-200/-300 and A340-200/-300 aeroplanes, and on THSA P/N 47175 as installed on A340-500/600 aeroplanes.</p> <p>Investigation results concluded that this partial loss of braking efficiency in some specific aerodynamic load conditions was due to polishing and auto-contamination of the NBB carbon friction disks.</p> <p>This condition, if not detected and corrected and in conjunction with the power gear train not able to keep the ball screw in its last commanded position, could lead to uncommanded movements of the THS, possibly resulting in loss of control</p>

	<p>of the aeroplane.</p> <p>To address this potential unsafe condition, EASA issued AD 2013-0144 to require replacement of each THSA that has exceeded 16 000 flight cycles (FC) in service, to be sent in shop for NBB carbon disk replacement.</p> <p>Since that AD was issued, a need for clarification has been demonstrated, regarding the identification of the THSA 'affected' by this requirement.</p> <p>For this reason, EASA AD 2013-0144 was revised, confirming that this AD only affected those THSA identified by Part Number (P/N) in Airbus Alert Operator Transmission (AOT) A27L005-13. In addition, a note was added to make clear that the life limits as specified in the current revision of ALS Part 4 are still relevant for the affected THSA, as applicable to aeroplane model and THSA P/N.</p> <p>Since EASA AD 2013-0144R1 was issued, further assessment of the ageing / endurance issue has resulted in the conclusion that there is a need to replace the NBB installed on the THSA.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2013-0144R1, which is superseded, and requires removal from service of affected THSA. THSA should be sent in shop for NBB carbon disk replacement. This AD affects additional THSA P/N when compared to EASA AD 2013-0144R1 and Airbus AOT A27L005-13.</p>							
Effective date:	11 December 2014							
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Note 1: The THSA affected by the requirements of this AD are those identified in Table 1 of this AD.</p> <p style="text-align: center;">Table 1 – Affected THSA P/N</p> <table border="1"> <tr> <th>Aeroplane</th><th>THSA P/N</th></tr> <tr> <td rowspan="2">A330 and A340-200/-300</td><td>47147-500, 47147-700</td></tr> <tr> <td>47172-300, 47172-500, 47172-510, 47172-520</td></tr> <tr> <td>A340-500/-600</td><td>47175-200, 47175-300, 47175-500, 47175-520</td></tr> </table> <p>Note 2: For the purpose of this AD, a serviceable THSA is a THSA having a P/N as identified in Table 1 of this AD and which has not exceeded the limits identified in this AD, or a THSA with a different P/N, not affected by the requirements of this AD.</p> <p>Note 3: The THSA life limits as specified in the current revision of ALS Part 4 are still relevant, as applicable to aeroplane model and THSA P/N.</p> <p>Note 4: A review of the aeroplane delivery or maintenance records is acceptable for the P/N determination in lieu of the inspection as specified in the applicable Airbus SB, provided that the aeroplane configuration and installed components can be conclusively determined from that review.</p> <p><b>Part A - For A330 and A340-200/-300 aeroplanes</b></p> <p>(1) Within the compliance time as specified in Table 2 of this AD, depending on the FC accumulated by the THSA on 31 July 2013 [the effective date of EASA AD 2013-0144 at original issue], but not later than the thresholds specified in Table 3 of this AD, depending on the FC accumulated by the THSA on <u>each</u> corresponding date specified in Table 3 of this AD, replace each affected THSA with a serviceable unit in accordance with the instructions of Airbus SB A330-27-3199 or SBA340-27-4190 as applicable to aeroplane type and model.</p>	Aeroplane	THSA P/N	A330 and A340-200/-300	47147-500, 47147-700	47172-300, 47172-500, 47172-510, 47172-520	A340-500/-600	47175-200, 47175-300, 47175-500, 47175-520
Aeroplane	THSA P/N							
A330 and A340-200/-300	47147-500, 47147-700							
	47172-300, 47172-500, 47172-510, 47172-520							
A340-500/-600	47175-200, 47175-300, 47175-500, 47175-520							



Table 2

FC accumulated by the THSA on 31 July 2013 (the effective date of the original issue of EASA AD 2013-0144) since first installation on an aeroplane	Compliance Time
20 000 FC or more	within 1 500 FC after 31 July 2013
16 000 FC or more, but less than 20 000 FC	A330: within 4 000 FC after 31 July 2013
	A340: within 3 000 FC after 31 July 2013
Less than 16 000 FC	as specified in paragraph (2) of this AD

- (2) Not later than the date specified in Table 3 of this AD, as applicable, for THSA having reached or exceeded on that date the corresponding number of FC as specified in Table 3 of this AD, replace the THSA with a serviceable unit in accordance with the instructions of Airbus SB A330-27-3199, or SB A340-27-4190, as applicable to aeroplane type and model.

Table 3 – THSA Removal for NBB Disks Replacement

Date	THSA FC Limit (since first installation on an aeroplane)
31 July 2014	20 000 FC
31 January 2016	16 000 FC
31 July 2017	14 000 FC
31 July 2018	12 000 FC









### Part B – For A340-500/-600 aeroplanes

- (3) Not later than the date specified in Table 4 of this AD, as applicable, for THSA having reached or exceeded on that date the corresponding number of FC specified in Table 4 of this AD, replace the THSA with a serviceable unit in accordance with the instructions of Airbus SB A340-27-5062.


Table 4 – THSA Removal for NBB Disks Replacement


Date	THSA FC Limit (since first installation on an aeroplane)
31 October 2015	6 000 FC
30 April 2017	5 200 FC
30 April 2018	4 400 FC
30 April 2019	3 500 FC


	<p><b>Part C – For all aeroplanes affected by this AD</b></p> <p>(4) From the date as specified in Table 3 or Table 4 of this AD, as applicable to aeroplane type and model, and before exceeding the FC limit corresponding to each date, as applicable, replace each affected THSA with a serviceable unit (see also paragraph (5) of this AD) in accordance with the instructions of Airbus SB A330-27-3199, or SB A340-27-4190, or SB A340-27-5062, as applicable to aeroplane type and model.</p> <p><b>Conditions for the installation of an affected THSA on an aeroplane:</b></p> <p>(5) From each date specified in Table 3 or Table 4 of this AD, as applicable, it is allowed to install a THSA on an aeroplane, provided the unit has not exceeded the corresponding number of FC specified in Table 3 or Table 4 of this AD, as applicable to aeroplane type/model.</p>
Ref. Publications:	<p>Airbus SB A330-27-3199 dated 15 July 2014.</p> <p>Airbus SB A340-27-4190 dated 15 July 2014.</p> <p>Airbus SB A340-27-5062 dated 15 July 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 25 July 2014 as PAD 14-121 and republished as PAD 14-121R1 on 06 November 2014 for consultation until 20 November 2014. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: <a href="mailto:airworthiness.A330-A340@airbus.com">airworthiness.A330-A340@airbus.com</a>.</li> </ol>

<b>EASA</b>	<b>AD WORKSHOP QUESTION SHEET</b>
	<b>AD No.: 2014-0257</b>
<p>Note: more than one answer can be correct</p>	
<p>Question 1: The THSA on my aircraft has – on the effective date of this AD – accumulated 200 FC since last overhaul. When do I have to replace my THSA?</p> <p> Before exceeding 12 000 after the effective date of the AD.</p> <p> Not later than 31 July 2018.</p> <p> Before exceeding 20 000 FC.</p>	
<p>Question 2: I have sent my THSA (18 342 FC since new on 31 July 2013) into shop for NBB disk replacement and re-installed it on my A340 aircraft. When is the next action due, as required by this AD for my aircraft?</p> <p><input type="checkbox"/> Within 3 000 FC.</p> <p><input type="checkbox"/> Before exceeding 12 000 FC since re-installation on the aircraft, or 31 July 2018, whichever occurs later.</p> <p> No further action is required.</p>	
<p>Question 3: My THSA had already exceeded – on 31 July 2014 – 20 000 FC. Is my aircraft now AOG, as it is non-compliant with paragraph (2)?</p> <p> Yes.</p> <p> Not necessarily. The FC accumulated on 31 July 2013 determine when your THSA must be (or should have been) removed.</p> <p> No, since the AD does not become effective until 11 December 2014.</p>	

Question 4: The THSA installed on my A340 was recorded to have accumulated – on 31 July 2013 – 2 186 FC since new (first installation on an aircraft). When do I have to remove my THSA for NBB disk replacement?

 Before exceeding 12 000 FC, or 31 July 2018, whichever occurs first.

 Before exceeding 6 000 FC, but not later than 31 October 2015.

 None of the above.