


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 06 – 148R1</p> <p>Date: 20 September 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
<p>Type Approval Holder's Name :</p> <p>THALES COMMUNICATIONS</p>	<p>Type/Model designation(s) :</p> <p>VHF Data Radio, Part Numbers</p> <p>EVR716-11-0300A EVR716-11-0350A EVR716-01-0100A EVR716-01-0200A EVR750-03-0100A</p>
ETSOA Number : JTSO F.O.025	
Foreign AD : N/A	
Supersedure : N/A	
ATA 23	Communications - Thales Communications VHF Data Radio - Modification
Manufacturer:	Thales Communications.
Applicability:	<p>Thales VHF Data Radio, Part Numbers:</p> <p>EVR716-11-0300A EVR716-11-0350A EVR716-01-0100A EVR716-01-0200A EVR750-03-0100A</p> <p>known to be installed on, but not limited to, the following aircraft:</p> <ul style="list-style-type: none"> - Dash 8-400; - Airbus A318, A319, A320, A321, A330, A340 (all series); - Boeing 717, 727, 737, 747, 757, 767, 777 (all series).
Reason:	During the past few years, a phenomenon known as 'PLOC' (Prolonged Loss of Communications) has emerged. Over one thousand reports of this type of problem have been received from operators of various types of

	<p>aircraft with different manufacturer's equipment. It is suspected that the actual number of occurrences is higher, but due to some 'PLOC' occurrences having a short time interval they were either not noticed by the crew or not reported. Various studies were performed by Eurocontrol, UK CAA and operators to determine if there was a common reason for the occurrences. The results were not totally conclusive because other technical reasons, within the reported occurrences, may have caused the crew to experience a loss of communication. One type of 'PLOC' occurrence can be caused by equipment not receiving radio communication from an Air Traffic Controller or another aircraft. Typically, this type of failure is temporary and can be corrected by the crew of the aircraft transmitting a radio message. Following this transmission, the equipment correctly receives all incoming radio signals. This type of failure is referred to a 'sleeping receiver' problem.</p> <p>This type of problem causes workload issues for the Air Traffic Controller and can result in a reduction in safety levels. It is important, therefore, to do all that is possible to reduce or eliminate this type of occurrence.</p> <p>Thales, during exhaustive testing, managed to re-create the problem of the 'sleeping receiver' once. Further testing failed to induce the failure and the actual cause of the problem still remains unknown.</p> <p>Thales, however, instigated a design change to eliminate the possibility of this type of occurrence by checking every 20ms, when not transmitting, that the "sleeping receiver" conditions are not fulfilled and by forcing it into receive mode if it is not the case. The modified Thales VHF data radio is now installed on some aircraft. Since installing the modified radio no report of any "PLOC" occurrences attributable to a 'sleeping receiver' has been received.</p> <p>For this reason, it is considered that the modification as per Thales Service Bulletins mentioned in the Ref. Publications of this AD should be mandatory for all aircraft with these models of radio installed.</p> <p>Revision History: PAD 06-148R1 is issued to mandate the compliance of additional part numbers of VHF data radio with the requirements of this AD</p>
Effective Date:	Proposed: 14 days after final AD issue date
Compliance:	<p>Compliance is required not later than 24 months from the effective date of this Airworthiness Directive.</p> <p>To comply with this Airworthiness Directive, the following Service Bulletins must be incorporated into the Thales VHF Data Radios. The affected part numbers and associated Service Bulletins listed below.</p> <p>For Part Numbers: EVR716-11-0300A & EVR716-11-0350A - Thales Communications Service Bulletins No. EVR716-23-015 is required.</p> <p>For Part Numbers: EVR716-01-0200A - Thales Communications Service Bulletins No. EVR716-23-012 Rev. 01 is required.</p> <p>For Part Numbers: EVR716-01-0100A & EVR750-03-0100A - Thales Communications Service Bulletins No EVR7-23-05 Rev. 01 is required.</p> <p>Once the manufacturer Service Bulletins are embodied into the applicable units, no further action is required by this Airworthiness Directive.</p>
Ref. Publications:	<p>Thales Communications Service Bulletins:</p> <p>EVR716-23-015 ; EVR716-23-012 Rev. 01; EVR7-23-05 Rev. 01</p> <p>or later approved revisions.</p>

Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The closing date for comments is 11 October 2006. 3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point – Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any questions concerning the technical content of the requirements in this AD, please contact: Marian Kwartnik, THALES Communications Product Program Manager, Land & Joint Systems - UAN/DIN/PRN/ATH 160, Bd de Valmy - B° 82 - 92704 Colombes Cedex France. Ph.: +33(0)1 41 30 42 40 ; Fax : +33(0)1 41 30 41 71 E-Mail: marian.kwartnik@fr.thalesgroup.com.
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