

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0043 Date: 16 March 2011 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.
This AD is issued in accordance with EC 1702/2003, Part 21A.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].	
Type Approval Holders names: Airbus ATR-GIE Avions de Transport Régional BAE Systems (Operations) Ltd. Boeing Fokker Services Lockheed-Martin Sabreliner Corporation	Type/Model designation(s) : A300-600 and A310 aeroplanes ATR 42 and ATR 72 aeroplanes BAe146, AVRO 146-RJ and ATP aeroplanes DC-8, DC-9, DC-10, MD-11, MD-88, MD-90-30, 707, 727, 737, 747, 757, 767 and 777 aeroplanes F27 Mark 050 and 0502, and F28 Mark 0070 and 0100 aeroplanes 382 and L-1011 aeroplanes NA-265 aeroplanes
TCDS Numbers:	France No.145, EASA.A.036, EASA.A.037, EASA.A.084, EASA.A.182, EASA.A.192, EASA.IM.A.003, EASA.IM.A.035, EASA.IM.A.120, EASA.IM.A.196 and EASA.IM.A.211; USA (FAA) 4A21, 4A25, 4A26, A1SO, A2NM, A2WE, A3WE, A6WE, A22WE and A23WE.
Foreign AD :	None
Supersedure :	None
ATA 34	Navigation Systems – Mode-S Transponder Control Panels – Modification
Manufacturer(s):	Gables Engineering Inc.
Applicability:	This AD applies to Airbus A300-600 and A310, ATR 42 and ATR 72, BAE Systems (formerly British Aerospace) BAe146, AVRO 146-RJ and ATP, Boeing 707, 727, 737, 747, 757, 767 and 777, Fokker F27 Mark 050 and Mark 0502, F28 Mark 0070 and Mark 0100, Lockheed 382 (Hercules) and L-1011 (Tristar), McDonnell Douglas DC-8, DC-9, MD-88, MD-90-30, DC-10 and MD-11, and Sabreliner Corporation (formerly North American) NA-265 aeroplanes, all models, all serial numbers, if equipped with Gables Engineering type G7490, G7492 or G7493 series ATC/TCAS Control Panels. The affected control panels can also be installed on these aeroplanes, if modified in accordance with a certain Supplemental Type Certificate, known to include, but not limited to, Rockwell-Collins STC ST01256WI-D, as issued by the FAA and validated in Europe by STC EASA.IM.A.S.01061. Other STC's

	known to be affected include Air France STC EASA.A.S.0010, EASA.A.S.01140, EASA.A.S.02820, EASA.A.S.02896 and EASA.A.S.03034, and Aviation Traders Limited (ATL) STC EASA.A.S.00611, EASA.A.S.00648, EASA.A.S.01040 and EASA.A.S.02817. In addition, a number of airline companies are known to have installed the affected control panels on their aeroplanes through minor modifications, approved under their own Design Organisation Approval (DOA).										
Reason:	A report has been received of loss of ATC transponder transmission, due to a loose connection of an installed resistor. The occurrence was related to the Gables ATC/TCAS control panel installed in the affected aeroplane. Gables Engineering has contacted operators that are known to have the affected type G7490, G7492 or G7493 series control panels, to advise them to return the control panels for modification. Initially, EASA determined that the occurrence did not represent an unsafe condition that would warrant AD action. Consequently, Safety Information Bulletin (SIB) 2010-32 was issued on 11 November 2010, recommending operators of the affected aeroplanes to contact Gables and arrange for a modification upgrade. Since SIB 2010-32 was issued, EASA have made a further determination that this recommendation may be insufficient to address the problem and sufficient arguments exist to justify AD action. This condition, if not corrected, could lead to further cases of loss of ATC transponder transmission, likely resulting in disruptions in the Air Traffic Management process and potentially compromising aircraft safety. For the reasons described above, this AD requires the replacement of the affected control panels with modified units.										
Effective Date:	30 March 2011										
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 24 months after the effective date of this AD, remove two digital board assemblies, PC2 and PC4 at revision 01, Part Number (P/N) as indicated in Table 1 of this AD, from the aeroplane installation and replace with two modified digital board assemblies, PC2 and PC4 at revision 02, in accordance with the instructions of Gables Engineering Service Bulletin (SB) G7490 ()-34-01, SB G7492 ()-34-01 Revision 01, or SB G7493 ()-34-01, as applicable. Table 1 <table border="1"> <thead> <tr> <th>Affected Panels:</th><th>Digital Board Assemblies P/N:</th></tr> </thead> <tbody> <tr> <td>All G7490, except G7490-49 through G7490-52</td><td>P/N 701-0983-02</td></tr> <tr> <td>G7490-49 through G7490-52</td><td>P/N 701-0983-05</td></tr> <tr> <td>G7492</td><td>P/N 701-0983-02</td></tr> <tr> <td>G7493</td><td>P/N 701-0983-06</td></tr> </tbody> </table> (2) After modification of an aeroplane as required by paragraph (1) of this AD, do not install any Gables Engineering type G7490, G7492 and G7493 series ATC/TCAS Control Panels on that aeroplane, unless the panels have been modified in accordance with the instructions of the applicable Gables Engineering SB, as specified in paragraph (1) of this AD.	Affected Panels:	Digital Board Assemblies P/N:	All G7490, except G7490-49 through G7490-52	P/N 701-0983-02	G7490-49 through G7490-52	P/N 701-0983-05	G7492	P/N 701-0983-02	G7493	P/N 701-0983-06
Affected Panels:	Digital Board Assemblies P/N:										
All G7490, except G7490-49 through G7490-52	P/N 701-0983-02										
G7490-49 through G7490-52	P/N 701-0983-05										
G7492	P/N 701-0983-02										
G7493	P/N 701-0983-06										

Ref. Publications:	Gables Engineering publications: Service Information Letter (SIL) 85 dated 19 May 2009, SB G7490 ()-34-01 dated 19 May 2009, SB G7492 ()-34-01 Revision 01 dated 22 May 2009, and SB G7493 ()-34-01 dated 19 May 2009.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was initially published on 22 December 2010 as PAD 10-126 for consultation until 28 February 2011. Based on comments received, the PAD was republished on 02 February 2011 as PAD 10-126R1, without extending the consultation period. No comments were received on PAD 10-126R1. The Comment Response Documents for PAD 10-126 can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact the respective aeroplane type certificate holder, or contact Gables Engineering, Inc., 247 Greco Avenue, Coral Gables, Florida 33146, United States of America, Telephone: +1 (305) 774 4400, Fax: +1 (305) 774 4465, Website: http://www.gableseng.com E-mail: support@gableseng.com.