EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2006–0334R1 **Date: 19 March 2009** 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 Holder's Name :	**Type/Model designation(s) :**
THALES COMMUNICATIONS	VHF Data Radio, Part Numbers EVR716-11-0300A EVR716-11-0350A EVR716-01-0100A EVR716-01-0200A EVR750-03-0100A

ETSOA Number :	JTSO F.O.025
Foreign AD :	Not applicable
Revision :	This AD revises EASA AD 2006-0334 dated 31 October 2006

ATA 23	**Communications - Thales Communications VHF Data Radio - Modification**
Manufacturer(s):	Thales Communications.
Applicability:	Thales VHF Data Radio, Part Numbers: EVR716-11-0300A EVR716-11-0350A EVR716-01-0100A EVR716-01-0200A EVR750-03-0100A known to be installed on, but not limited to, the following aircraft: - Bombardier DHC-8-400 (all models); - Airbus A318, A319, A320, A321, A330, A340 (all models); - Boeing 717, 727, 737, 747, 757, 767, 777 (all models).
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

	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. 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. 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. 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. 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. This Revision 1 is issued to extend the AD compliance time, which originally was 30 months, to 42 months from the AD effective date.
Effective Date:	14 November 2006
Required action(s) and Compliance Time(s):	Compliance is required no later than 42 months from the effective date of this AD. 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 are listed below. For Part Numbers: EVR716-11-0300A & EVR716-11-0350A - Thales Communications Service Bulletins No. EVR716-23-015 is required. For Part Numbers: EVR716-01-0200A - Thales Communications Service Bulletins No. EVR716-23-012 Initial Issue or EVR716-23-012 Rev. 01 is required. For Part Numbers: EVR716-01-0100A & EVR750-03-0100A - Thales Communications Service Bulletins No EVR7-23-05 Initial Issue or EVR7-23-05 Rev. 01 is required. Once the manufacturer Service Bulletins are embodied into the applicable units, no further action is required by this AD.
Ref. Publications:	Thales Communications Service Bulletins: EVR716-23-015; EVR716-23-012 Initial Issue or Rev. 01; EVR7-23-05 Initial Issue or Rev. 01.

	The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted as PAD 06-148R1 for consultation on 20 September 2006 with a comment period until 11 October 2006. The Comment Response Document 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: 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.