


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 12-004 [Published on the 23 January 2012 and officially closed for comments on the 21 February 2012]

Commenter 1: KIENER-FLUG – Markus Bihlmayr – 24/01/2012
Comment # 1

I think another problem is that the hydraulic-system have no pressure regulating device.

With every pump cycle the pressure in the accumulator increase up to the max pump-pressure.

The pressure is locked-in in the accumulator and could farther increas caused by increasing of temperature (f. e. insolation,)

Remenber there is no over-pessure valve.

We know one case of an cracked accu-tube after a one day parking on the ramp in the "Italian Summer Sun".

The additonal rings will not solve the problems - the weak point is the tube himself.

EASA response:

We disagree. Costruzioni Aeronautiche Tecnam Major Change no.MOD2006-121 (EASA approval n10037760 dated 21.12.2011) is now installed in any delivered airplane from s/n 89 included and s/n 85 and it is installable as per C.A. Tecnam Service Bulletin no. SB-080-CS dated 02.Jan.2012 which provides a new designed and tested stronger steel accumulator ("tube") with a directly connected relief valve to avoid overpressure.

The additional rings are no more needed.

No changes have been made to the Final AD in response to this comment.