

COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-084

[Published on 21 May 2019 and officially closed for comments on 18 June 2019]

Commenter 1: DHL – Christian Köth – 17 June 2019

Comment # 1

(1)

The title of the PAD is misleading. The title says "Hydraulic Reservoir Air Pressurisation Check Valves - Inspection".

The new CMR Task 291 000-00003-1 -C is AMM inspection task 29-14-00 PB 501, including the new test step (c). This AMM task is not doing a Check Valve inspection. The AMM task provides operational and system tests of the hydraulic reservoir pressurizing system. But an explicit check valve inspection is not done.

BCS requests EASA to change the title.

(2)

The Corrective Action(s): (2) is too restrictive.

The operator should be in the position to identify the leak and repair or replace the leaking tube or system component of the pressurization system.

The new test step AMM task 29-14-00 PB 501, paragraph 3.c.(2) says:

"If the reading on a reservoir pressure indicator does not reach to 3.5 bars (50 psi), repair or replace the pipe(s) or duct(s) (Ref. 20-23- 11, P. Block 1). If necessary, refer to (Ref. 36-11-00, P. Block 401):"

BCS requests EASA to change the Corrective Action(s) (2) using the wording of the Airbus AMM.

BCS proposes:

"If, during any inspection as required by paragraph (1) of the AD, the reservoir pressure indicator does not reach 3.5 bars, before next flight, identify the leak and repair or replace the affected pipe(s) or duct(s) (Ref. 20-23-11, P. Block 1). If necessary, refer to (Ref. 36-11-00, P. Block 401):"

EASA response:

- (1) EASA agrees with the comment. The title has been changed to “ATA 29 – Hydraulic Power – Hydraulic Reservoir Air Pressurization Lines – Functional Test”
- (2) EASA agrees with the comment. Corrective Action(s) paragraph (2) has been changed to “If, during any test as required by paragraph (1) of this AD, the reservoir pressure indicators do not reach 3.5 bars (50 PSI), before next flight, identify the leak and repair or replace the affected hydraulic pipes(s) or duct(s), or the affected pressurization line. This can be accomplished in accordance with AMM task 20-23-11 or task 36-11-00, as applicable.”

