

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 15-003 [Published on 20 January 2015 and officially closed for comments on 17 February 2015]

Commenter 1: AQUILA Aviation GmbH – Oliver Quast – 03/02/2015

Comment # 1

This has been an old mandatory task for GDR (eastern Germany) aircraft: GST-Anweisung-SZD-50-3/3 until 31.05.1988.

So there are multiple S/Ns (all listed in LBA TCDS 0342-01), which already have three layers 92110 added to the rudder cable fitting blocks.

(Should be S/Ns: B-1082, B-1085 to B-1089, B-1092 to B-1094, B-1325, B-1327 to B-1337, B-1340 to B-1344, B-1387 to B-1390, B-1392, B-1394, B-1396, B-1397, B-1400 to B-1404, B-1465, B-1470 to B-1475, B-1478 to B-1481, B-1534 to B-1543, B-1551 to B-1552).

We would like to propose that an exemption of S/Ns is added, if evidence of “already performed GST-Anweisung-SZD-50-3/3” is found.

EASA response:

EASA agrees with the submitted comment.

We have amended the Final AD with a relevant exemption from applicability, however without listing particular S/Ns.

Commenter 2: Deutscher Aero Club e.V. – Ralf Keil – 05/02/2015

Comment # 2

German Aero Club welcomes the PAD reg. SZD-50-3, to avoid an unsafe situation.

We herewith inform you, that a kind of this PAD has been described in a “Änderungsanweisung” (an East-German-AD) in the former GDR years before (1988).

The content is exact the same as PAD 15-003 and the SB-063/SZD-50-3/2014 from the manufacturer. No, more than this, 1988 the reinforcement was required with three layers of INTERGLAS.

Please note, we found a lot of Puchacz-aircraft, modified following the East-German-AD.

In fact the modification is well done, we suggest:

- Visual inspection as required for all aircraft as required in item (1) under “Required Action and Compliance Time”
- Action (2) as required
- If the modification following the “Änderungsanweisung Nr SZD-50-3/3, of 17.05.1988” is done and no cracks can be found, no further modification following item (3) is required.

EASA response:

EASA agrees with the submitted comment.

We have amended the Final AD with an exemption from the AD applicability in its entirety for aircraft on which the East German Instruction of modification (Änderungsanweisung) No. SZD-50-3/3, dated on 17.05.1988, has been implemented.

Visual inspections of the concerned fittings will be added to the periodic works by the way of the Major Change - Lifetime Extension - which is planned by the TC-Holder in the close future.