


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

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.***