


EASA	COMMENT RESPONSE DOCUMENT
	<p>EASA PAD No. 15-036</p> <p>[Published on 09 April 2015 and officially closed for comments on 22 April 2015]</p>

Commenter 1: Federal Aviation Administration (FAA) – Philip A. Haberlen – 20 April 2015

Comment # 1

The FAA suggests that the wording of the AD should be such that the inspection that is mandated in section 1.1 of the “Compliance” section and described in greater detail in paragraph 2.3.2.1.1 of Turbomeca MSB 292 72 0842 Version A should be allowed to be performed by the pilot. Some of the operators may be medical helicopters that are remotely sited and therefore it may not be convenient to have a maintenance technician perform the inspection in a maintenance facility.

EASA response:

EASA agrees with the comment. In the AD, paragraph (1.1) has been reworded to require accomplishment of the inspection “before the first flight of each day”. As such, it can be performed by the flight crew under the provisions of M.A.606(h)2. and 145.A.30(j)4 (see also AD [FAQ](#)). Accomplishment of the inspection after the last flight of each day is considered equivalent to accomplishment before the first flight of the day as there are no flights in between.