


EASA	COMMENT RESPONSE DOCUMENT
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Commenter 1: Instituto Nacional de Técnica Aeroespacial “Esteban Terradas” (INTA) – Jesús Javier Fernández Orío – 11/02/2016

Comment # 1

INTA is an organization belonging to the Spanish Ministry of Defence and we are technically responsible for the certification of military aircrafts in Spain. So, in the past we have provided this technical certification for C-212, CN-235 and C295.

This AD requires repetitive inspections: “For aeroplanes equipped with a rudder torque tube shaft P/N 212-46237-01: Within 30 days after the effective date of this AD and, thereafter, before next flight after each occurrence during which the aeroplane was exposed during parking to wind gusts exceeding 28 knots, inspect the rudder torque tube shaft in accordance with the instructions of EADS-CASA AOT-C212-27-0001.”

- (1) Which is the justification behind the selection of the 28 knots figure as limit for the need of the inspection?
- (2) 28 knots is a usual wind figure in many airfields where this fleet operates, therefore, INTA considers these tasks are not effectively operational, if the inspection is required “every time” 28 knots are reached.
- (3) Airbus has only notified this event occurrence for one aircraft of the Botswana Defence Force. We do not have any evidence that it has happened in any other aircraft, so we are not sure that the conclusions of this incident are extensible to the rest of the fleet, or it has been caused by any specific condition of Botswana operator.

EASA agrees:

- (1) and (2) *The EADS-CASA AOT-C212-27-0001 differentiate the cases in which gust lock has been engaged and those in which gust lock has not been engaged. We adapt the AD accordingly.*
- (3) *Several operators reported damage, with cracks presence, in the rudder torque tube shaft P/N 212-46237-01. Some of these events were associated, according to the operator reports, to a heavy gust wind situation, when the aircraft was parked without the flight control surfaces set to lock position”.*