



COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-020

[Published on 03 February 2016 and officially closed for comments on 02 March 2016]

Commenter 1: Swiftair S.A. – José M. García – 03/02/2016

Comment # 1

Swiftair has checked PAD 16-020 Appendix 1 against ATR SB ATR72-33-1043 R00 (R01 is not available yet in ATR Doc) and found EPS s/n 5001 is shown in PAD Appendix 1 as 501 (4th column / 8th row).

The other differences in PAD Appendix 1 s/n list we understand is due to the changes in SB ATR72-33-1043 from R00 to R01.

EASA response: Agreed

EASA agrees with the typo and the final AD will be corrected accordingly.

Commenter 2: ATR-Aircraft – Fabien Bourmaud – 10/02/2016

Comment # 2

We have identified in the PAD a typo error regarding a Serial/Number of potential affected EPSU. Indeed the right S/N have to be 5001 and not 501.

EASA response: Agreed

EASA agrees with the typo and the final AD will be corrected accordingly.

Commenter 3: TAROM - Romanian Air Transport – Florin Niculescu – 22/02/2016

Comment # 3

With reference to the PAD 16-020, concerning EPSUs 301-3100 on ATR42/72, kindly please consider convincing Cobham/NEC-Aero to release an SB to detail the modification that would solve the potential failure of the affected units.

Tarom's EASA-145 MRO facility has internal capability to repair this P/N, since 2001.



We do own two units affected by this issue, namely S/Ns 2905 & 2906.

We do believe that doing this modification in-house would save time and money, us and all other operators which have in-house capability.

EASA response: Agrees

It has been decided that the specific test enabling to confirm if a potential affected equipment is free of defect (P/N 301-3100 Amdt A with S/N in the list provided) will only be done by Cobham due to specific testing equipment and interpretation the of test results. For this reason no dedicated document will be released to perform the test outside of Cobham facility. Nevertheless the VSB 301-3100-33-002 which enable to transform the equipment P/N 301-3100 from Amdt A to Amdt B is available. This VSB if applied, conduct to render an equipment potentially affected (Amdt A) to an equipment free of potential defect and not affected by the AD (Amdt B). Thus a MRO or an operator having the EPSU in their Part 145 capability list, could preventively apply this VSB on all Amdt A EPSU.

Final AD will incorporate that modification as an AMOC.

