



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-077

[Published on 24 May 2016 and officially closed for comments on 21 June 2016]

**Commenter 1: Air New Zealand – Charlie Willcox – 31/05/2016**

### Comment # 1

I note with interest to the following section in EASA PAD 16-077 Required Action(s) and Compliance Time(s) part (2) which states “within the compliance time specified in, and in accordance with the instructions of the applicable MBD SB, replace each affected MLG pin with a serviceable part.”

When reviewing SB631-32-232 R1, the compliance time specified is not clear and the statement below does not instruct operators clearly when the pin p/n D61000 must be replaced. Please refer below.

(2) Tasks to be carried out

- a) Contact Messier-Bugatti-Dowty’s CSM or CSC to confirm hinge pin serial number status. CSC/CSM will then put you through the Retrofit Team.
- b) Provide removal schedule for affected hinge pin, and join your purchase order for new or serviceable D61000 to the reporting form (at the end of this Service Bulletin), to be sent to MESSIER-BUGATTI-DOWTY Retrofit Team:

It appears that we must provide a removal schedule of the affected pins. Can you please confirm what this means and how it relates to the compliance period of the SB and therefore PAD? As a suggestion, can the AD please stipulate a finite time, or hours, or at next overhaul period(s) like the other SB’s referenced in the PAD? An example can be found in SB 631-32-219 below.

The accomplishment of this Service Bulletin consists in a one time inspection in the workshop, at the landing gear overhaul, of subject pins D60999, D61061, D60968, D60955, and D61032, installed on MLG or in spare.

### EASA response:

**Agreed – There was a wording omission in the PAD.**

**The requirement (2) will be amended as follows :**

- (2) If, during the identification as required by paragraph (1) of this AD, a MLG hinge pin with a S/N listed in the applicable MBD SB is found to be installed, within the compliance time specified in Table 1 (ATR72) or Table 2 (ATR42) of this AD, as applicable to aeroplane model and MLG Hinge P/N, and in accordance with the instructions of the applicable MBD SB, replace each affected MLG pin with a serviceable part.

**Regarding the comment about the removal schedule: this item is not required by the AD, and there is no EASA intention to introduce it as a requirement.**



*However, providing this schedule could allow the parts manufacturer and the operator to take the necessary actions to limit the duration of having the aircraft out of operations, and therefore all concerned operators are encouraged to contact Messier retrofit team to arrange in the best condition the purchasing and the delivery of the new part, whenever necessary.*

**Commenter 2: ASL Airlines (Ireland) Limited – Dan Kavanagh – 31/05/2016**

**Comment # 2**

Please be advised there are several discrepancies in relation to information pertained in Table 2 of EASA PAD No. 16-077.

Please see the table immediately below (source: MBD SB 631-32-215) listing the correct aircraft effectivity of each pin P/N.

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Table 2 of EASA PAD No. 16-077 (below) does not correlate with the table published by MDB.

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**EASA response:**

***Agreed – EASA confirm that erroneous information have been introduced in the table 2 of the EASA PAD 16-077.***

***This table will be corrected.***

