



COMMENT RESPONSE DOCUMENT

EASA PAD No. 16-120

[Published on 12 August 2016 and officially closed for comments on 26 August 2016]

Commenter 1: Babcock Mission Critical Services Offshore – Ronnie Wright – 15/08/2016

Comment # 1

Following review of EASA PAD No 16-120, I feel it would be wise to extend the applicability of this AD to include the AS332 L2.

The Life-Raft installation and inflation cylinder percussion mechanism are the same on both types.

No information has been released to address this issue on the AS332 L2 Life-Raft installation.

EASA response:

Comment not agreed. The decision to exclude AS332 L2 from the Applicability was made, based on engineering judgement by Major Incident Technical Board, taking into consideration:

- **Limited number of AS332 L2 helicopters in service equipped with this kind of lever (25 A/C)**
- **date of delivery of affected helicopters with this kind of lever (the first in 1993 and the latest in 2007); and**
- **the number of annual checks (for helicopters delivered in 1993 at least 23 checks and for those delivered in 2007, 9 checks) performed on installation without any finding.**

Taking into account the above operational history of AS332 L2 and the basic design reliability data for this model it was decided that no unsafe condition exists for this model which would substantiate issuance an AD for this model.

No changes have been made to the Final AD in response to this comment.

