



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-049

[Published on 20 April 2017 and officially closed for comments on 18 May 2017]

Commenter 1: Air CM Global Ltd – Adam Burton – 05/05/2017

Comment # 1

Reading this AD, I am questioning the 'corrective action' being a 'final' fix for this issue. Would a security system to prevent these screws from unfastening be more prudent than simply a torque check? We might consider the potential for the screw to be either re-installed post maintenance at the incorrect torque value and/or, the screws to unfasten in service once more post this one time maintenance check mandated by AD has been completed?

This AD does not seem sufficient without the following:

Fastening system

Repetitive inspection

AMM amendment for clarity/emphasis

EASA response:

Comment not agreed. EASA confirm that a one-time action is sufficient. The root cause is maintenance errors that have been identified in time, which allowed to identify the few potentially affected airplanes; the training and the AMM updates ensure the mistakes will not happen again.

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

