



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-071

[Published on 08 June 2017 and officially closed for comments on 06 July 2017]

Commenter 1: British Airways – Chris Bateman – 15/06/2017

Comment # 1

In PAD 17-071, there doesn't appear to be any provision for a check of aircraft records to be an acceptable means of compliance.

Unless this provision is included in the AD resulting from PAD 17-071, it will involve physical checks on every aircraft to establish and record the fitted part number in order to comply with the AD requirement.

British Airways respectfully requests that the provision for an aircraft records check to establish compliance be included in the AD.

EASA response:

Agreement.

A provision is added in the final AD, for an aeroplane records check to determine the BDDV P/N installed.

Commenter 2: HI FLY – Rui Cavaco – 28/06/2017

Comment # 2

Is there any possibility to insert a record review procedure acceptable by the EASA as an alternative method to the new requirements of paragraph (3)? The current wording implies a physical action at aircraft level.

Suggestion:

“Note 4: A review of aeroplane delivery and/or maintenance records is acceptable to make this determination, in lieu of inspecting the BDDV, provided those records can be relied upon for that purpose and the P/N of the affected parts can be positively identified from that review.”



EASA response:

Agreement.

A provision is added in the final AD, for an aeroplane records check to determine the BDDV P/N installed.

Suggested wording retained in principle.

