



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-074

[Published on 14 June 2017 and officially closed for comments on 12 July 2017]

**Commenter 1: Aer Lingus – Daniel Kavanagh – 15 June 2017**

### **Comment # 1**

In the “Reason” section of the PAD, EASA state : “Previously, EASA issued AD 2014-0260 to require accomplishment of all FAL-related actions as described in ALS Part 5 at Revision 01. ALS Part 5 Revision 02 and 03 were not mandated because no significant changes were introduced with these Revisions”

In the “Credit” section of the PAD, EASA state : “For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in ALS Part 5 at Revision 01, that action ensures (see Note 2 of this AD) the continued accomplishment of those tasks and limitations”

Comment - ALS Part 5 Revision 3 has been incorporated in the latest revision of the EIN AMP. EIN requests that EASA revises the wording on the “Credit” section to account for operators that have incorporated ALS Part 5 at Revision 01, or Revision 02, or Revision 03.

### **EASA response:**

**Agreed. The “Credit” paragraph has been revised to refer more generally to “a previous ALS Part 5 Revision”. Note 2 has been added to clarify that the AMP update needs to include all new and more restrictive tasks and limitations which were introduced in ALS Part 5 since the previous ALS Revision that was incorporated in the AMP.**

