



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-166

[Published on 12 December 2017 and officially closed for comments on 09 January 2018]

Commenter 1: AMAC Aerospace – Didier Waldt – 13/12/2017

Comment # 1

By reading PAD 17-166, I would suggest to set the repetitive interval to 110 flight hours instead of 100 hours. This will allow to use the 10 hours tolerance of the 100 Hours check and add more flexibility for the operations of the a/c.

Same principle for the 2000 flight hours inspection.

EASA response:

Comment understood, partially agreed. The AD does not require inspection (e.g.) “at intervals not to exceed 100 FH”, but instead requires inspection “during each scheduled 100 FH/annual inspection”, which denotes the 100FH/annual inspection as defined in CEAPR’s maintenance documentation. The same principle has been applied to the scheduled 2,000 FH/6 years inspection referred to in paragraph (2). As a consequence, the ‘tolerance’ provided by CEAPR instructions for those scheduled inspections is already (implicitly) included in the AD.

Nevertheless, the Final AD has been amended to add a Note for clarification.

Commenter 2: LTB-Arnsberg GmbH – Colin Russell – 13 december 2017

Comment # 2

Unable to verify/comment - manufacturer's SB apparently not yet released to public.

EASA response:

Comment agreed. CEAPR was prompted to publish the approved SB. The publication date (14 December 2017) was added to the Final AD.

