



COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-045

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Commenter 1: RUAG Schweiz – André Wallimann – 28/03/2018

Comment # 1

The normal inspection intervals for EC130 are 30 +3 Flight Hours and 150 +15 Flight Hours. The margin is important for maintenance down time planning.

EASA AD 2017-0080 requires an inspection interval of 25 +0 FH and a cleaning interval of 150 +0 FH.

This leads to early down times and thus to unnecessary economic damage.

We do not see any reason to differ from the OEM Inspection Intervals and margins.

EASA response:

EASA disagrees with the submitted comment based on the considerations specified here below.

Events of crack propagation through the junction frame of the tail boom / fenestron have been reported.

The inspection interval of 25FH was determined following detailed investigation and analysis of these events, taking into consideration crack propagation and residual strength capability.

The 150FH cleaning interval is necessary to ensure that a crack, if present, can be detected by the visual inspections.

These intervals are mandated in order to address the potential unsafe condition and restore an acceptable level of safety, for affected tailbooms that do not comply with modification AH 350A087421 or SB EC130-53-029.

The PAD 18-0145 supersedes EASA AD 2017-0080, dated 05 May 2017, retaining the requirements of EASA AD 2017-0080, including the 25FH inspection interval and 150FH cleaning interval for the relevant tailboom configuration. The new AD will require modification of the affected helicopters as a terminating action for the repetitive inspections and actions.

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

