



COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-079

[Published on 08 June 2018 and officially closed for comments on 06 July 2018]

Commenter 1: Loganair Ltd – Frances Clarke – 11/06/2018

Comment # 1

Paragraph 2 Corrective Action states: If, during the check as required by paragraph (1) of this AD, any indication or reading is found to be out of tolerance, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the SB.

The SB 2000-28-028 does not have this time restriction.

This conflicts with that of the Saab 2000 MEL ATA 28 411 Fuel Quantity Indication, which states that one of the two fuel quantity indication probes can be inoperative for ten (10) calendar days:

(O) One may be inoperative provided: (a) Fuel quantity in the associated tank is confirmed by an alternate procedure prior to departure. (b) All fuel boost & engine driven fuel pumps operate normally. (c) Low level indication operates normally. (d) Fuel flow indication operates normally. NOTE: The FUEL UNBALANCE Caution Indication may be displayed during operation.

EASA response:

Comment agreed. The Final AD has been amended accordingly.

