

COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-060

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Commenter 1: Lions Air Skymedia AG – Marcel Werlen – 15/04/2020

Comment # 1

On behalf of lions Air Skymedia AG I like to bring in some concerns. What does an EASA airworthiness directive connect with an lack of information by manufacture technical publication (as Maintenance Program Publication)?

Airbus ASB EC135-67A-041

1.C REASON With the last issue of the AMM some tasks were changed but the MSM was not updated accordingly. As a consequence the current MSM does not include all steps that are necessary to complete the inspections after a “Hard Landing“. This ASB prescribes the accomplishment of the required inspections.

As a technician of a Continuous Airworthiness Management Organization, I wonder for the benefit of additional EASA AD, if the manufacture revise their Maintenance Program publication.

Please take into account of generated work to be accomplished by all Continuous Airworthiness Management Organizations.

EASA response:

Comment not agreed. The unsafe condition which led to the issuance of the PAD is explained in the Reason section. As a consequence of the incomplete information provided in a specific revision of the MSM, undetected damage could exist on certain helicopters; the safety analysis accomplished by the Type Certificate Holder determined that this could result in system failure, and possibly reduced control of the helicopter.

To be noted that the AD is not proposed to require implementation of an updated MSM.

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

