

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-112

[Published on 17 October 2023 and officially closed for comments on 14 November 2023]

Commenter 1: Volkswagen Aktiengesellschaft – Udo Schippel – 18/10/2023

Comment # 1

As per IPC, PN for front detector and rear detector are mixed up. Please check.

EASA response:

Comment agreed. Final AD has been updated accordingly.

Commenter 2: Air-Invest – Zsolt Antal – 31/10/2023

Comment # 2

We are Falcon 8X operator.

We are in the Group 1 aeroplanes, defined by the AD.

Query: Regarding paragraph 3, Part(s) Installation. It defines an affected part is allowed to install however, requires SB 7X-572 Section 2C, operational check before next flight after installation while the paragraph 1 for Group 1 airplanes define 100 months but not to exceed 8780 flight hours.

Could we get to paragraph 3 a condition that SB 7X-572 Section 2C, operational check to be performed at next 12M/800FH Inspection after and affected part installed?

Justification: BALD (P/N) 04-90022-9100C (rear) or P/N 04-90022-9250C (front) is not listed in the Aircraft Inspection Handbook, no information on manufacturing date. We expect the EASA Form 1 will have the manufacturing date of any incoming spare part but in case of an AOG replacement of the part on line maintenance the AD process might cause delays if the SB 7X-572 Section 2C, operational check has to be performed before next flight.

EASA response:



Comment not agreed. It is expected that spare parts (new) will be delivered with all the required data (manufacturing date) needed to determine whether they are affected or not. The proposed wording update would allow installing a part, potentially affected, on an aeroplane having only serviceable parts, eventually leading to a detrimental effect on its configuration, and operating that aircraft for 1 year/800FH thereafter. No changes have been made to the Final AD in response to this comment

