

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-142

[Published on 13 December 2023 and officially closed for comments on 10 January 2024]

Commenter 1: Aero-Dienst GmbH – Martin Eisenschmidt – 15/12/2023

Comment # 1

According to the PAD Page 2 Paragraph Inspection the inspection needs to be performed for Group 1 aircraft within 4000 FC and Group 2 within 8000 FC. Nevertheless the reference to the Dassault SB's stated the FC in the other way around.

The correct values should be:

- Group 1 -> SB 7X-593 REV.1 -> 8000 FC
- Group 2 -> SB 7X-594 -> 4000 FC

EASA response: Comment agreed. The PAD has been amended accordingly and republished as PAD 23-142R1.

Commenter 2: Hai Au Aviation – Nguyen Minh Son – 19/12/2023

Comment # 2

I am writing to you as a representative of Hai Au Aviation JSC, a company that operates 3 Falcon F8X aircrafts in Vietnam. I have a question about PAD 23-142, which seems to have a discrepancy with the service bulletins SB1 (7X-593) and SB2 (7X-594) regarding the inspection intervals for Group 1 and Group 2 aeroplanes. Could you please clarify why the AD compliance time is different from the SB 1 & SB 2?

- For Group 1 aeroplanes, this AD requests the inspection before 4000FC but in the SB1 is 8000FC
- For Group 2 aeroplanes, this AD requests the inspection before 8000FC but in the SB2 is 4000FC

EASA response: Comment agreed. Refer to answer to Comment #1

