

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 24-061

[Published on 30 June 2024 and officially closed for comments on 27 June 2024]

**Commenter 1: Ministere des Armees – Fabrice Baudouin – 30/05/2024**

### Comment # 1

Following receipt of ASB 65.00.0001 and PAD\_24-061, a difference appears between the two documents.

#### Part(s) Installation:

(4) From the effective date of this AD, do not install on any helicopter an affected part.

- A. Can you confirm that the parts affected by the ASB currently on aircraft will have to be removed from service during removal?
- B. Can you confirm that the parts affected by the ASB currently non-installed should therefore be removed from service?

### EASA response:

#### Comment noted.

**A. Affected parts must be inspected iaw the instructions of paragraph (1) of the AD. Depending on the inspection results, an affected part must be replaced (iaw the instructions of paragraph (2) of the AD) or reidentified (iaw the instructions of paragraph (3) of the AD). After reidentification with a new s/n, that part is no longer an affected part and can be reinstalled (see also EASA answer to comment #2).**

**B. See EASA answer to previous comment. However, an AD applies only to the affected parts that are installed on a helicopter. Hence, for affected parts that are not installed, paragraph (4), which prohibits installation of an affected part on a helicopter, is applicable.**

**No changes have been made in response to this comment.**

**Commenter 2: Sabena technics MRS – Geoffroy Marchal – 04/06/2024**



**Comment # 2**

I thought I have identified something which would be more accurate if explained differently.

In the PAD, it is written:

“Re-identification: (3) If, during the inspection as required by paragraph (1) of this AD, it is determined that the physical markings on the affected part and the data on the Log Card of that affected part are consistent, before next removal of that part, or concurrently with next accomplishment of Work Card MET 65-10-00-612, whichever occurs first, re-identify (new s/n) that affected part and amend its log card in accordance with the instructions of the ASB.

Part(s) Installation: (4) From the effective date of this AD, do not install on any helicopter an affected part.”

This could make one think that after re-identification, the parts will be not serviceable because of the fact that it is still an affected part.

Maybe this can be avoided this by adding on something like “after re-identification, parts are serviceable without any restriction and they cannot be considered as an affected part anymore.”

**EASA response:**

***Comment not agreed. The affected parts are defined in the Definitions section of the AD, and have an s/n listed as ‘s/n affected s/n’ in Table 4.5 or 4.6 of the ASB.***

***Once an affected part is inspected and it is determined that the physical markings on the affected part and the data on the Log Card of that affected part are consistent, that part has to be reidentified with a s/n, listed as ‘new s/n’ in the ASB. After that re-identification, due to the different s/n, that part becomes a serviceable part.***

***No changes have been made in response to this comment.***

