

COMMENT RESPONSE DOCUMENT

EASA PAD No. 25-112

[Published on 25 July 2025 and officially closed for comments on 22 August 2025]

Commenter 1: Solenta Aviation – Dennis Samlal – 28/07/2025

Comment #1

We have noted that the PAD is applicable to ALL ATR72 aircraft. We have also noted that this condition most likely affects passenger aircraft. We have 5 ATR72's that are in a cargo configuration, i.e. no passenger seats, no flight attendant seats. In this regard, will the AD be applicable to aircraft in a Cargo configuration?

EASA response:

Comment noted: The AD requires inspection of each affected part [seat tracks having a P/N listed in Appendix 1 of the AD] independently whether the aeroplane is operated for passenger or cargo transport purposes. Any operator / owner, or the design approval holder of the Cargo Conversion STC, have an option to seek approval of an Alternative Method of Compliance (AMOC) and demonstrate that after the conversion of the aeroplane into freighter (or combi) configuration, the aeroplane is not exposed to the unsafe condition addressed by the AD.

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

Commenter 2: Canadian North – Graham Wilson – 21/08/2025

Comment #2

I would like to offer a comment on PAD 25-112 in regard to the corrective action(s) paragraph (2).

In table 1, reference is made to 'seat fitting'. Canadian North operates ATR aircraft in both Full Freighter and Combi configurations in which no seats may be installed onto the seat track but rather a cargo net.

We would ask that you consider changing the language in the AD table 1 to reflect both a seat fitting and a net fitting.

See reply to Comment#1.

