

EASA PAD No. 07-105
COMMENT RESPONSE DOCUMENT
[officially closed for comments on 26 July 2007]

PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Applicability	<p>Hoses P/N ARM224A are installed to Fan Jet Falcon refer to IPC30-10-20 Figure 12, Item 230B.</p> <p>Hoses P/N FAL1006 are also installed to Fan Jet Falcon refer to IPC30-10-20 Figure 12, Item 230C.</p> <p>The Fan Jet Falcon is not listed in the applicability section. We would therefore not action the AD or the SB Advisory F20-775.</p> <p>Would the internal ply separation of the hoses not apply to all F20 fleet?</p>	Nigel Ormrod, FR Aviation, Ltd.	13/07/2007	<p>The internal ply bulging that led to the wing A/I hose internal diameter reduction on F20-5() was not seen on the ARM224A or FAL1006 hoses that are installed on F20 aircraft.</p> <p>Only some traces of aging effects, such as porosity, brittleness or negligible delamination have been noticed. The difference likely stems from the higher bleed air temperature (260°C vs. 200°C) on the TFE731 vs. CF-700 engines.</p> <p>Hence the AD does not apply to F20 aircraft. However a life limit will be defined in the future to cope with aging effects of the wing A/I hoses on F20.</p>