

EASA PAD No. 08-024
COMMENT RESPONSE DOCUMENT
[officially closed for comments on 14 March 2008]

COMMENTS(S)	COMMENT(S): ----- EASA RESPONSE(S):
Colum Hanifan Technical Services Manager Aer Arann Fri 14/03/2008	<p>COMMENT # 1: Compliance paragraph 1.1... within 550 FH... “Modify the electrical routing and bundle(s) in accordance with the instruction of SB ATR42-92-0018 or SB ATR72-92-1018, as applicable. This compliance is also repeated as the terminating action. Delete this paragraph from 1.1 because the preceding paragraph requests to contact ATR to request repair solution – ATR will advise repair solution which could include terminating action or temporary solution until terminating action is embodied.</p> <p>-----</p> <p>EASA RESPONSE: Partially accepted – A new sequencing of mandatory actions will be used; however it must be understood that the REPAIR, if need be, made in accordance with ATR instructions is a pre-requisite to the routing and protection modification to be done on the electrical bundles per ATR SB 72-92-1018 or 42-92-0018.</p>
	<p>COMMENT # 2: In general is it possible to issue PAD when the TCH has confirmed SBs are available to the continued airworthiness management organisations? (it took several days to receive the SBs from the TCH after the PAD document was issued)</p> <p>-----</p> <p>EASA RESPONSE: EASA had received other information about the SBs availability. However, EASA considers that the extra-time between the announced consultation closure date and the actual release date of the final AD has mitigated the negative effect of this inconvenience.</p>