



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 08-115
CLOSED FOR COMMENTS ON: 30 October 2008

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Compliance Time(s)	<p>ASB BO105-30-116 is recurrent at every "Periodical Inspection", which is every 600 hours (+60 Hrs) or 4 years (+ 6 Months).</p> <p>PAD 08-115 is recurrent at interval not to exceed 600 hours or 24 months. Can you please explain why the interval from EASA is stronger than the ASB from Eurocopter?</p> <p>In this way the AD will be an Out of Phase Inspection, and not follow the "Periodical Inspection" from Eurocopter.</p>	Pål Pettersen, European Helicopter Center AS	17/10/2008	The comment is accepted and the AD shall be corrected accordingly.
Reason	<p>ECD would like to address one comment on the PAD 08-115.</p> <p><u>Currently the "Reason" on the first page has the following content:</u></p> <p>"During a periodical inspection, corrosion was detected on the tail rotor balance weights in the area of the attachment thread. This condition, if not detected and corrected, could lead to failure of the threads, possibly resulting in separation of tail rotor parts and consequent loss of control of the helicopter."</p> <p><u>We propose the following change of the description of the field "Reason":</u></p> <p>During a periodical inspection, corrosion was detected on the tail rotor balance weights in the area of the attachment thread. This condition, if not detected and corrected, could lead to a degradation of the thread, possibly resulting in separation of the affected tail rotor balance weight and consequent severe tail rotor vibration.</p>	Martin Lawall, Eurocopter Deutschland	27/10/2008	It is basically correct that after separation of the tail rotor balance weight severe tail rotor vibrations are to be expected. Depending on the current flight section an immediate safety landing might not be feasible. As actually no information is available regarding the maximum flight time with such vibration and its effects on the anti torque system, the severest expectable result is mentioned in the AD. Nevertheless the intermediate effect could be mentioned. The AD text will be revised to read: "...possibly resulting in separation of tail rotor parts, subsequent severe tail rotor vibration and consequent loss of control of the helicopter."