



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 09-083
 CLOSED FOR COMMENTS ON: 17 July 2009

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Required Action(s) and Compliance Time(s)	<p>Ref. Pad No. 09-083, Landing Gear – Brake Quick Disconnect Couplings – Inspection / Replacement,</p> <p>KLM Cityhopper has the following comments:</p> <p>(1) The “Required Actions” paragraph 5 states that accomplishment of Fokker SBF100-32-127 terminates the Inspection Requirements. This suggests that Inspections are necessary for this configuration. We suggest a statement at the “applicability” paragraph that the AD is only applicable for pre SBF100-32-127 brake configurations.</p>	<p>Dirk-Jan Andriesse</p> <p>KLM Cityhopper</p>	23/06/2009	<p>(1) The commenter appears to have misunderstood the statement in paragraph (5), which contains ‘standard’ wording to confirm the terminating action for the repetitive inspections required by this AD.</p> <p>The AD applies to aeroplanes with certain P/N couplings installed, which need to be inspected and, eventually, replaced. Paragraph (5) intends to make clear that, after replacement of ALL the affected couplings, the inspections are no longer required, i.e. the AD does not apply to that aeroplane (anymore).</p> <p>EASA decided not to exclude post-SBF100-32-127 aeroplanes from the ‘Applicability’, as there are other ways to replace the affected P/N couplings, only one of which is SBF100-32-127. In addition, in cannot be excluded that an affected P/N coupling may have been unintentionally (re)installed on a post- SBF100-32-127 aeroplane.</p>

	<p>(2) The Inspection method as given in Fokker SBF100-32-156 for measuring the height of the Locking Teeth is not feasible. There is no realistic possibility to measure with an accuracy of 1/100 of a millimetre on these Couplings on aircraft. We suggest Fokker to provide an alternative Inspection method before releasing of the Airworthiness Directive.</p>			<p>(2) Comment not agreed.</p> <p>No specific measurement method has been described in the Fokker SB in order to provide the operator the opportunity to choose the measurement method, e.g. laser micro gauge or digital slide gauge (vernier calliper), whichever is most practical.</p> <p>Alternatively, the operator may choose to accomplish Part 2 of the Service Bulletin within the compliance time that is valid for Part 1 in order to delete the inspection requirement.</p> <p>No change has been made to the Final AD in response to this comment.</p>