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| EASA | COMMENT RESPONSE DOCUMENT |
|  | <p align="center">EASA PAD No. 10-009 [Published on 13 January 2010 and officially closed for comments on 10 February 2010]</p> |

Commenter 1 : Vietnam Airlines Engineering Company – Dang Ngoc Minh – 14/01/2010

Comment # 1

Regarding to this PAD, It should indicate clearly with the following information:

- ADC-81(), ADC- 82() or ADC-85() Air Data Computers (ADC) - ?? – Should have P/N of ADC.
- Rockwell Collins Commercial Standard Digital Bus (CSDB) databus; should have some more information to identify this.

EASA response:

Comment agreed. The applicable ADC type(s) and related Part Number(s) have been added to the AD Applicability statement. In addition, reference is made to certain Rockwell-Collins Service Information Letters pertaining to this subject.

Commenter 2: Austrian Airlines – Martin Pfannhauser – 15/01/2010

Comment # 2

Please find attached following comment to EASA PAD 10-009:

Please add following to the applicability section of PAD 10-009 because Operator cannot easily figure out the correct applicability:

- exact list of part numbers of all affected Air Data Computer ADC-81(), ADC-82() and ADC-85()
- detailed list of airframes where CSDB is used for data transfer between affected Air Data Computer and affected Mode S Transponder

In addition, we suggest to relate the AD to the airframe because of the complex applicability conditions (XPDR & ADC & Data Bus Type) which is definitely depending of how the systems were integrated by the aircraft manufacturer. A transponder modification would only be applicable when integrated in the way as described within the PAD 10-009.

EASA response:

Comments partially agreed (see also answers to comment #1 above). A comprehensive list of affected aircraft cannot be given, due to the large variety of existing aircraft installation. For specific aircraft installation information, the aircraft TC holder should be contacted, or the STC holder, as applicable.

Commenter 3: Bombardier – André LaTrelle – 19/01/2010

Comment # 3

This comment is being generated due to the fact that several of the European operators of the Canadair Regional Jet (CRJ) (all versions) have inquired with Bombardier if they would be affected by this proposed AD.

Verification confirms that the CRJ is NOT affected since the ADCs installed in all model are the ADC-850A and that the altitude provided to the TDR-94D transponder is sent via ARINC 429 low speed data bus.

Bombardier would like to request that a note be placed in the PAD 10-009 or eventual AD that the CRJ (all versions) is unaffected by this directive?

Thanks in advance for considering this request.

EASA response:

Comment and request for a Note understood but not agreed. As the Final AD has been amended to contain a list of affected ADC (not including the ADC-850A), the AD does not apply to aircraft with any other ADC installed. This makes the requested Note redundant.

Commenter 4: Saab AB, Saab Aerosystems – Roger Hahn – 19/01/2010

Comment # 4

Please find Saab AB, Saab Aerosystems comments to EASA PAD 10-009:

Transponder TDR-94D with part number 622-9210-007 may be introduced in Saab 340 [aeroplanes] (covering both SAAB SF340A and SAAB 340B) via Service Bulletin (SB) 340-34-151 (Modnr 3134).

By incorporating SB 340-34-207 (Modnr 3325) an operator will introduce transponders with part number 622-9210-310 thus complying with the requirements of the AD.

By incorporating of the above SB's the problem described in the referenced PAD is solved.

EASA response:

Comment agreed. Paragraph (2) has been added to the Final AD to specify that SAAB 340 aeroplanes modified in accordance with SB 340-34-207 comply with the requirements of this AD.