

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 10-056 : CAP10 - Flight Controls – Turnbuckles – Inspection [Published on the 17 June 2010 and officially closed for comments on the 15 July 2010]

Commenter 1 : CAA-NL – Dirk-Jan de Lange – 18/06/2010

Comment # 1

The latest type certificate data sheet on your site is March 2008. In the PAD you mention Dyn Aviation as approval holder. I suppose the TCDS will be updated to reflect this change.

EASA response:

Already taken into consideration. TC EASA.A.370 related to CAP10 aeroplanes has been re-issued on 11/06/2010 with Dyn'Aviation as the TC holder.

Commenter 2: SEFA/ET – Wagner Geoffroy, Head of Continued Airworthiness Division – 09/07/2010

Comment # 2

The repetitive inspection interval should be 110 hours or 13 months maximum, in order to allow the AD to be performed during a 100 hours check.

Besides, the new TC holder for CAP10 aircraft is now Dyn'aviation. Is there a Service Bulletin to come on this subject ?

EASA response:

EASA agrees. The AD content will be modified accordingly in §2 of the Required action(s) and Compliance time(s).

Regarding the TC holder, see the response above.

EASA is not aware of any service bulletin on this subject in preparation by the TC holder.

Commenter 3 :DGAC France –15/07/2010

Comment # 3:

Could EASA explain the reason why this AD is limited to CAP10B aircraft and not issued for every aerobatic aircraft equipped with turnbuckles?

EASA response:

The applicability of this airworthiness directive is limited to CAP10B aeroplanes as an unsafe condition (which warrants the issuance of an AD) was identified on this type, following a fatal accident.

On 11 February 2010 EASA issued Safety Information Bulletin (SIB) 2010-06 “Verification of the proper installation of Flight Control Cables – Turnbuckles” which includes information and recommendations for aeroplanes, sailplanes, rotorcraft and airships with cable flight controls equipped with turnbuckles designed to be locked with special locking devices .