


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p align="center"><b>EASA PAD No. 10-126 and 10-126R1</b>  <b>[Published 22 December 2010, revised on 02 February 2011 and officially closed for comments on 28 February 2011]</b></p>

**Commenter 1: Austrian Airlines – Thomas Laxar – 23/12/2010**

**Comment # 1**

[Austrian Airlines submits the] following comments to subject PAD:

1. Affected ATC Control Panel is not only installed via STCs or EASA Part 21 Minor Change, but also on the Fokker 70/100 via the TC Holder (line fit). Reading the current PAD someone might get the understanding that subject ATC Control Panel was only introduced via STCs, which is not correct, but this can be eliminated by rephrasing of the PAD text.
2. The PAD required Vendor Bulletin should change the ATC Control Panel Part number; currently it only marks a mod status. Typically a mod status will not be addressed in the Aircraft Illustrated Parts Catalogue and therefore without changing the part number not sufficient transparency and traceability can be ensured to avoid any non modified ATC Control Panel to be installed in the future (the Aircraft Illustrated Parts Catalogue still showing the same part number, with our without AD/Vendor Bulletin applied)

**EASA response:**

**Comments partially accepted.**

1. *The PAD has been revised to make clear that the affected panels can also be installed through an STC modification, not exclusive so.*
2. *EASA does not control or prescribe the way an STC holder introduces minor changes into the design of certain components. In this case, the change can be considered minor (in a technical sense) and therefore no P/N change is requested. Please note the AD contains a paragraph (2), prohibiting installation of unmodified components, after modification of an aeroplane. The aeroplane owner/operator must ensure that the aeroplane remains in post-mod configuration.*

**No changes are made to the Final AD in response to these comments.**

**Commenter 2: Spanair – Borja Dosal Roiz – 04/01/2011****Comment # 2**

According to EASA PAD No.: 10-126, the nomenclature of the related SBs is SB G7490-( )-34-01 [ ] while in the nomenclature of the SB from Gables engineering the brackets are after the root P/N and followed by a bracket SB G7490( )-34-01.

Please consider the possibility of modifying the way the SB is written in EASA PAD No.: 10-126 (by changing SB G7490-( )-34-01 by SB G7490( )-34-01) in order to avoid misunderstanding by airlines and operators.

**EASA response:**

**Comment accepted. This correction has already been incorporated when the PAD was revised.**

**No changes are made to the Final AD in response to this comment.**

**Commenter 3: Fokker Services – Eelco Bakker – 07/01/2011****Comment # 3**

We would like to inform you that the PAD 10-126 is also applicable for the Fokker F27 Mark050 and Fokker F27 Mark0502.

**EASA response:**

**Comment accepted. The PAD has been revised to add the Fokker F27 Mk.050 and Mk.0502 aeroplanes to the Applicability.**

**No changes are made to the Final AD in response to this comment.**

**Commenter 4: Monarch Aircraft Engineering – Richard Clelland – 01/02/2011****Comment # 4**

With regard to PAD 10-126 (Navigation Systems-Mode-S Transponder Control Panels-Modification) Monarch Airlines has the ATC/TCAS Gables series G7490 control panels installed to our fleet of A300-605R aircraft by our own Design Organisation approval (DOA). Please consider revising the PAD 10-126 Type/Model designation box to incorporate A300-600 aeroplanes.

**EASA response:**

**Comment accepted. The PAD has been revised to add the Airbus A300-600 series aeroplanes to the Applicability.**

**No changes are made to the Final AD in response to this comment.**