


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p><b>EASA PAD No. 12-055R1</b></p> <p><b>[Published on 10 October 2012 and officially closed for comments on 07 November 2012]</b></p>

**Commenter 1: Civil Aviation Authority Pakistan – Luqman Rasheed – 20.10.12**

**Comment # 1**

Do you have the data regarding conditions in which the affected helicopters (in which the micro switches got jammed) operated i.e. did they operate in mostly humid environment which tends to rust things up?

***EASA response:***

Eurocopter data related to operating conditions for the affected helicopters (those in which the micro switches got jammed), lead to the following conclusion: those helicopters did not operate under particular conditions (e.g. mainly in humid environment as mentioned in your query). Consequently - there is no substantiation to attribute micro switch failures to climatic conditions. Those failures were due to the blocking of internal elements (the push-button return spring) developing during operation in particular vibration environment.

No changes have been made to the Final AD in response to this comment.