


EASA	COMMENT RESPONSE DOCUMENT
	<p align="center">EASA PAD No. 12-098 [Published on 31 July 2012 and officially closed for comments on 21 August 2012]</p>

Commenter 1: Bangkok Airways – Anurak – 03/08/2012

Comment # 1

We received the PAD 12-098 regarding ATR aircraft Engine Shock Mount Pick-up Fitting Inspection and I have some questions:

1. In paragraph 1.1, AD requests inspection only on the LH shock mount fitting on both engines but we need to record serial numbers of LH and RH fitting of both engines in appendix 2. Can you please clarify?
2. Regarding the fitting replacement procedures, why do we need to request replacement instruction from ATR? The procedure of replacement should be the same and apply to fleet wide. Can you discuss with ATR for the possibility to have the instructions available in manual or published?
3. Can you discuss with ATR to ensure that ATR will have the stock of the fitting and cone bolts available in all region (we are in south east asia and ATR has only one available in SINGAPORE).

EASA response:

1. **Agreed - As paragraph (1.1) may be misleading, the Final AD has been amended to include s/n identification of the RH fitting in this paragraph.**
2. **Disagreed - There will be no generic replacement procedure of the fitting published because the replacement procedure needs to take into account the nature of the findings. For this reason, ATR will elaborate a replacement procedure on a case by case basis depending on the findings.**
3. **Agreed - ATR will make sure there are enough fittings and shock mounts/cone bolts at Singapore and more generally wherever needed.**

Commenter 2: Airlinair – Olivier Romieu – 31/07/2012 [Received through ATR on 03/08/2012]

Comment # 2

Ref/A/ : EASA PAS 12-098

Ref/B/ : fitting S54210394200

Airlinair has been made aware of Ref/A/ PAD by EASA.

In order to anticipate spare parts need, can you please advise :

- Which aircraft modification does the improved Ref/B/ Part Number correspond to?
- From which aircraft MSN has the new Ref/B/ fitting been installed in production?

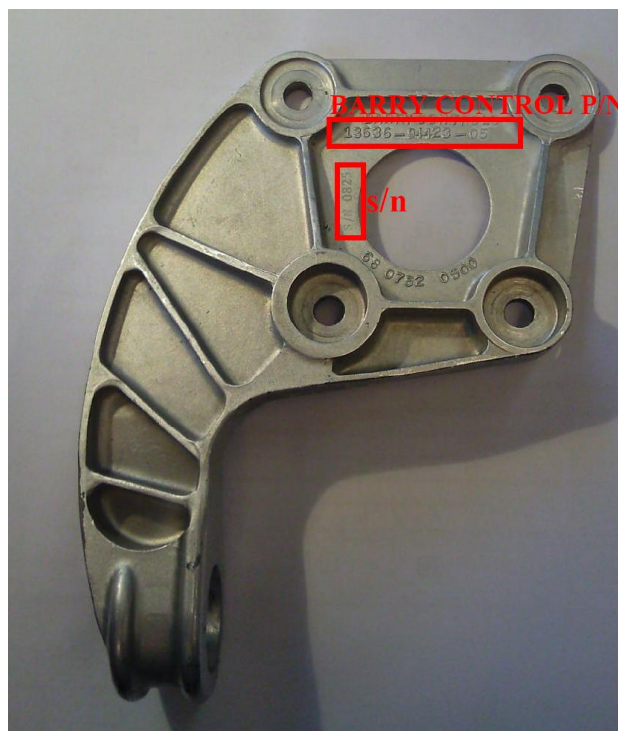
Can you please also advise where on the Ref/B/ fitting the Serial Number is engraved to ease its localization?

EASA response:

Agreed.

EASA has been informed that the fitting has been improved through a supplier amendment only; no aircraft Modification and no new P/N corresponds to this improved fitting. ATR are unable to determine from which aircraft MSN the new fitting has been installed in production.

The picture below highlights the areas where the fitting data quoted through the PAD can be found. This picture is also reproduced in the Final AD.



Commenter3: FlyKingfisher.com– AnirudhaPatil– 06/08/2012

Comment # 3

If any abnormality observed on shock mount / supporting structure, I will suggest:

- 1) Propeller dynamic balancing to be carried out to capture “out of balance propeller” vibration as an additional remedy.
- 2) Torque on these shock mount bolts to be checked at regular intervals.

EASA response:

Partially agreed.

These checks, among other, may need to be performed, depending on findings.

Dedicated instructions will be developed by ATR on a case by case basis. (See Comment #1, point 2).

Commenter 4: Bangkok Airways – Anurak – 17/08/2012

Comment # 4

We have additional information regarding the PAD 12-098. We just did a spot check on one aircraft and found the fitting PN 94423-05 instead of S5421039420000 as mentioned in the PAD. As discussed with ATR, both parts are probably the same but 94423-05 was engraved on the unit but not listed in the IPC.

Can you please clarify with ATR and update the PAD or AD?

EASA response:

Agreed.

Indeed the engine fitting has two P/Ns:

- **Barry Control P/N 94423-05 is engraved on the fitting, but not listed in IPC**
- **ATR P/N S54210394200 listed in IPC, but not visible on the fitting itself**

To clarify this issue, both Barry Control and ATR P/Ns will be mentioned in the Final AD.