


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 13-014 [Published on 17 January 2013 and officially closed for comments on 14 February 2013]

Commenter 1: Primus Aircraft Management Solutions GmbH – Harald WENINGER – Tue 12/02/2013 15:15

Comment # 1

Dear Ladies and Gentlemen,

the proposed AD PAD 13-013 (and -012/014) is stating under "Required Action(s) and Compliance Time(s): (4) Compliance with the requirements of paragraphs (1) and (2) of this AD, or as specified in paragraph (3) of this AD, is acceptable to comply with the requirements of EASA AD 2008-0072 and EASA AD 2008-0221"

The problem is that as it is written now the conflict between the EASA AD 2008-0072 and the interval stated in AMM Chapter 05-40 still remains because the EASA AD 2008-0072 is still not revised nor superseded.

Further should the effectivity of this PAD be extended to F2000 and any other type that is effected by 2008-0072.

The same problematic remains with the requirements of French DGAC AD 1999-082-024(B) R1 (330HRS 7 MOS - operational test of the flap asymmetry detection system).

Best regards,

EASA response:

EASA disagrees.

EASA consider that the new thresholds and intervals as specified in Dassault Aviation F900 AMM chapter 5-40 DGT 113873 at revision 20 are applicable when this new AD is issued and effective.

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