


EASA	COMMENT RESPONSE DOCUMENT
	<p style="text-align: center;"><b>EASA PAD No. 14-113</b>  <b>[Published on 08 July 2014 and officially closed for comments on 05 August 2014]</b></p>

**Commenter 1: Aéroclub du Gaillacois – Manuel Najar – 31.07.14**

**Comment # 1**

EASA issued PAD 14-113 to modify the by-pass flap of the air intake box of Robin aeroplanes. The modification consists of the addition of a stainless plate in order to block the felt between 2 metallic plates to avoid felt detachment and the obstruction of the carburettor by piece of felt.

According to my mechanic, it should be easier and less expensive to remove the felt instead of add a second metallic plate. Other types of light aeroplanes (i.e. Socata Rallye) are not fitted with felt, and the bypass flap is working correctly.

Will EASA agree the removal of the felt as an AMOC to this mandatory modification ?

**EASA response:**

*The design of the by-pass flap of the air intake box has to prevent hot air entry in “cold” configuration. The felt seals the by-pass flap with the air intake box structure surrounding. Without this felt, hot air would pass through the flap. Compared with SOCATA TB10 installation, the new CEAPR design is similar. TB10 air inlet flap seal is secured between two plates with blind rivet.*

*In any case, if any application is made ([Form 42](#)) and appropriately substantiated, EASA can approve an AMOC for this AD.*

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