

## COMMENT RESPONSE DOCUMENT

CAA PAD No. 1979

Published on 01 June 2021 and officially closed for comments on 30 June 2021

### Commenter 1: SMS AERO LIMITED

#### Comment # 1

Corrective action text in this block, while valid and substantiating information on the reason for the AD, obfuscates the airworthiness requirement being mandated by CAA.

#### CAA response:

*CAA agree with the comment, i.e. that more information than necessary has been included in the “Required Action(s) and Compliance Time(s)” box, which should indeed be limited to the essential details of the required action(s) and compliance time(s). Accordingly, some of this text has now been moved to the “Reason” section of the AD. CAA consider that the remaining text in the “Required Action(s) and Compliance Time(s)” section of the AD clearly identifies the components to be replaced and the associated timescales.*

*Note: The new text proposed by the commentator has not been adopted as CAA follow the protocol defined in the AD Writing Procedure.*

#### Comment # 2

Text titled “Replacement” is also in this block stating “Part A replaces the left-hand engine power control cable and Part B the right-hand engine.” I don’t actually have access to the SB, but I’d be surprised if the RH Eng requires replacement.

#### CAA response:

*CAA agree with the comment. The text has been modified to clarify that Part B of the SB requires replacement of the right-hand engine power control cable and not the complete engine.*

*Note: the new text proposed by the commentator has not been adopted as CAA follow the protocol defined in the AD Writing Procedure.*

**Comment # 3**

Consider more emphasis (or CAA requiring) that cables may not be replaced at the same maintenance input, by clearly stating; Part A and Part B of the SB may not be carried out simultaneously during the same maintenance input.

**CAA response:**

*CAA partially agree with this comment. A note has been added to the "Required Action(s) and Compliance Time(s)": stating that "The replacement of the engine power control-cable(s), should be considered a critical maintenance task." This will assist continuing airworthiness and maintenance organisations in ensuring that the required maintenance approach (impact on safety / Independent Inspection etc.) are considered, taking account of local National Aviation regulations. In addition, it is noted the referenced AMM specifies that an independent (duplicate) inspection is required each time the engine control system is disassembled, adjusted repaired, replaced or modified.*

*CRD - Comments Dispositioned – PCM .....Original Signed..... Dated .....27 July 2021.....*

*CRD Approved - Continued Manager..... Original Signed ..... Dated .....3 August 2021.....*