

## COMMENT RESPONSE DOCUMENT

CAA PAD No. 1998

[Published on 10 June 2022 and officially closed for comments on 08 July 2022]

### *Commenter 1: EASA – 21 June 2022*

#### *Comment # 1*

Paragraph 1 the wording “Within 2 months from the effective date of this AD, and thereafter every 300 flight hours.....etc.”

Taken literally (no interpretation), the repeat inspections must be done at EXACTLY 300 FH after the previous inspection.

I think the intent is to say “...and thereafter at intervals not to exceed 300 flight hours....etc.”, which means the inspection can also be done before the next 300 FH are reached., e.g. at 285 or 297, which provides flexibility and is therefore more convenient for the operator.

#### **CAA response:**

CAA accept this comment and the text is amended.

PAD text:

“Maintenance Tasks:

(1) Within 2 months from the effective date of this AD, and thereafter every 300 flight hours, perform a functional check and inspection of the flight idle baulk actuator and rollover lever pawl for each engine, in accordance with paragraph 2.B. Part A of the ISB.”

Revised AD text:

“Maintenance Tasks:

(1) Within 2 months from the effective date of this AD, and thereafter at intervals not to exceed 300 flight hours, perform a functional check and inspection of the flight idle baulk actuator and rollover lever pawl for each engine, in accordance with paragraph 2.B. Part A of the ISB.”

### *Commenter 2: EASA – 21 June 2022*

**Comment # 2**

Comment on Par (2) – the heading is ‘Corrective Action(s)’, but in the text the wording ‘rectified’, ‘rectification instructions’ and ‘rectification action’ are used instead. I suggest to use consistent wording.

**CAA response:**

CAA accept this comment and the text is amended.

PAD text:

“Corrective Action(s):

(2) If any defects are found during the functional check / inspection required in (1), above, then within the next 30 flight hours, they must be rectified in accordance with the rectification instructions defined in paragraph 2.B. Part B of the ISB. If defects are found on both engines at the same time, then rectification action must be performed before further flight. Contact BAE Systems if performing the ISB instructions has not successfully rectified any identified defects.”

Revised AD text:

“Corrective Action(s):

(2) If any defects are found during the functional check / inspection required in (1), above, then within the next 30 flight hours, they must be corrected in accordance with the instructions defined in paragraph 2.B. Part B of the ISB. If defects are found on both engines at the same time, then corrective action must be performed before further flight. Contact BAE Systems if performing the ISB instructions has not successfully corrected any identified defects.”

**Commenter 3: EASA – 21 June 2022****Comment # 3**

(Par.3) is to include a compliance time for the reporting, e.g. “within 30 days after each inspection as required by paragraph (1) of this AD, report the results to BAE Systems. This can be done by using the report form.....etc.”. Reporting does not necessarily need to be done using the form – other methods would likely be acceptable.

**CAA response:**

CAA accept this comment, however the reporting period has been reduced and the text is amended accordingly.

PAD text:

“Operator Feedback

(3) After each inspection, the results of the inspection must be reported using the report form provided in Figure 4 of the ISB.”

Revised AD text:

“Operator Feedback:

(3) Within 7 days after each inspection, as required by paragraph (1) of this AD, the results must be reported to BAE Systems. This can be done by using the report form provided in Figure 4 of the ISB.”