



Australian Government

Civil Aviation Safety Authority

# **SUMMARY OF RESPONSES TO NPRM 1201CS**

## **Airworthiness Directive (AD) for Corrective Action to Aircraft Pitot Heat Wiring on GippsAero GA8 Aircraft**

Issuance of an Australian AD under Part 39 of the  
*Civil Aviation Safety Regulations 1998*

Readers should note that this Summary of Responses (SOR) contains the consolidated summary of responses, CASA's comments and disposition of comments to Notice of Proposed Rule Making (NPRM) 1201CS. The SOR also outlines CASA's agreed policy and intended legislative changes and finalises the public consultation process in respect of the NPRM.

Issued as part of the process of public consultation  
by CASA's Standards Development Branch

**Document SOR 1201CS – August 2012**

**PROJECT NUMBER: CS 12/10**



## Foreword

In accordance with Regulation 39.001, the *Civil Aviation Safety Regulations 1998*, the Civil Aviation Safety Authority (CASA) may issue an Airworthiness Directive (AD) for a kind of aircraft, or a kind of aeronautical product, if:

- an unsafe condition exists in an aircraft or aeronautical product of that kind; and
- the condition exists, or is likely to exist, or could develop, in other aircraft or aeronautical products of that kind.

On 11 May 2012, CASA published the Notice of Proposed Rule Making (NPRM) 1201CS – *Proposed Airworthiness Directive (AD) for Corrective Action to Aircraft Pitot Heating Wiring applicable to GippsAero GA8 aircraft*. The period for public comment on the proposals contained in this NPRM closed on 25 May 2012.

CASA received three responses to the NPRM. The quality of comments received was good and these have all been reviewed.

The purpose of this Summary of Responses (SOR) is to set out CASA's disposition of comments received on the NPRM, which invited public comment on the proposed new AD.

This SOR:

- provides a background of the regulatory policy proposed and consultation undertaken;
- discusses the submissions made in response to NPRM 1201CS;
- provides an analysis of the responses and gives a CASA response and disposition;
- discusses the impact and gives an explanation of the changes; and
- provides the final AD.

CASA would like to thank those who participated in the consultations on the issues addressed in the NPRM. The input of stakeholders who are directly or indirectly affected by change proposals is appreciated and valued in our regulatory development process.



Peter Boyd  
Executive Manager  
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8 August 2012

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## **Acronyms**

<b>AD</b>	Airworthiness Directive
<b>CASA</b>	Civil Aviation Safety Authority
<b>CASR</b>	Civil Aviation Safety Regulations 1998
<b>NPRM</b>	Notice of Proposed Rule Making
<b>SB</b>	Service Bulletin
<b>SOR</b>	Summary of Responses

## **Analysis of Comments**

### **1. Background**

1.1 CASA has received several Service Difficulty Reports related to burnt electrical connectors on GippsAero GA8 aircraft. This connector is located within the left hand wing tip and provides power to the pitot heater located on the left wing tip. GippsAero have issued a mandatory Service Bulletin (SB) *SB-GA8-2012-77 Issue 2* which advises operators/owners to inspect the connector at 100 hour inspection check and replace the connector if there are any signs of connector charring.

1.2 NPRM 1201CS – *Proposed Airworthiness Directive (AD) for corrective action to aircraft pitot heat wiring applicable to GippsAero GA8 aircraft* was distributed for public comment on 11 May 2012. The comment period closed on 25 May 2012.

### **2. Purpose**

2.1 The purpose of this SOR is to provide a consolidation of all comments received as part of the consultative process, as well as to provide CASA's response to each of those comments and a final disposition in respect of each comment.

2.2 All comments received have been considered in this SOR.

### **3. Analysis of Comments**

3.1 NPRM 1201CS requested responses to the proposed AD. CASA received three responses to the NPRM. These have all been reviewed with the relative CASA Policy Sponsor.

3.2 This SOR discusses those comments, and provides a CASA response and disposition.

3.3 The list of respondents who have consented to the publishing of their name is as follows:

Alan Kerr – representing Aeronautical Designs

Peter Flangan – representing Pacific Avionics

### **4. Conclusion and Impact of Changes**

4.1 All of the comments received have been evaluated by CASA. No changes have been made to proposed AD. The final proposed version of the AD is at Annex B to this SOR.

### **5. Implementation and Review**

5.1 The proposed AD will be submitted for approval and publication.

## ANNEX A

### **Comments relating to the NPRM 1201CS – Proposed Airworthiness Directive (AD) for Corrective Action to Aircraft Pitot Heat Wiring on GippsAero GA8 Aircraft**

#### **KEY PROPOSAL – Proposed AD for Corrective Action to Aircraft Pitot Heat Wiring on GippsAero GA8 Aircraft**

In total there were three comments received to NPRM 1201CS, two of which accepted the proposal without change.

#### **COMMENT 1 – ALTERNATIVE MODIFICATION ACTION**

Respondent stated: With reference to modification action as outlined in SB-GA8-2012-77 Issue 2, the respondent suggested that the connector be replaced with larger contacts.

##### *CASA Response*

*CASA disagrees. Vendor modification as per the Service Bulletin SB-GA8-2012-77 Issue 2 (or later approved revision) is acceptable. Operators that have incorporated the above Service Bulletin do not have to incur additional cost to replace the ring terminals with larger contacts.*

#### **Disposition**

No change required.

#### **COMMENT 2 – ACCEPTED PROPOSAL WITHOUT CHANGE**

Respondent stated they accepted the proposed AD without change.

#### **Disposition**

No change required.

#### **COMMENT 3 – ACCEPTED PROPOSAL WITHOUT CHANGE**

Respondent stated they accepted the proposed AD without change.

#### **Disposition**

No change required.

## **ANNEX B**

### **Airworthiness Directive (AD) – GippsAero GA8 Series Aeroplanes – Pitot Heat Wiring**



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Document SOR 1201CS

Further information on this SOR is available from:

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