

COMMENT / RESPONSE DOCUMENT

NPA 27-18; Advisory Material for JAR-27

The following have replied indicating that they have no comments:-

CAA Denmark
CAA UK
FAA
Transport Canada

The following comments have been received with HASG replies:-

Comment: Turbomeca

As it is presented, NPA 27-18 fails to give enough information to enable the impact of the proposed changes to be fully assessed.

Reply: The intent of NPA 27-18 was to introduce an administrative change to formally adopt AC 27-1B as JAR-27 ACJ material. Consultation on the technical issues had previously been undertaken jointly between the FAA and JHWG (consisting of HASG, the AECMA Helicopter Study Group and AIA representatives) and in consultation with other JAA WGs, where relevant. This was in line with agreed harmonisation working procedures at the time and had the agreement of all parties.

Comment: AECMA (SBAC)

Proposal 1: Amend Reference from “paragraph 2” of JAR-27 Appendix C to paragraph “C27.2”.

Proposal 2: Amend reference from “Paragraph 3” of JAR-27 Appendix C to “Note”.

Reply: Agreed. The NPA had been prepared prior to the release of Change 1 and did not reflect the new paragraph format.

Comment: AECMA (SBAC)

Change suggested Proposal 1, Paragraph 2 from “AC 29.571” to “AC 29-2C Paragraph AC29.571A.b(2)” to reflect recent changes introduced at Change 1.

Reply: Agreed.

This NPA will be published with minor editorial amendments to reflect changes introduced in JAR-27 Amendment 3.