

Sehr geehrter Herr Dr. Lohl,

I am writing to you on behalf of the German Aero Club and on behalf of Europe Air Sports in my capacity as Head of the Technische Kommission and the interim chairman of the EAS board respectively.

Subject of my question and request is the PAD 10-010 where the consultation period has ended but where different and contradicting information spreads through Europe. The affected aviation community is concerned and would like to know which of the information distributed by the two Maintenance Organisations is correct and whether the news disseminated by another association is reliable. You probably have already noted – indicated by the number of comments EASA received during the short consultation period – that this issue is of high importance to the affected aviators. There is a feeling amongst the community that for bureaucratic and possibly other reasons a system comes to a halt which was practiced under the approval of a national authority for many years and without any negative impact of safety.

It was my first bigger project in the Deutscher Aero Club when I joined the headquarter in 1987, to organize and accompany a study sponsored by the Ministry in Bonn about harness and restraint systems, especially in light aircraft and gliders. The study was conducted by the TÜV Rheinland, emphasis was placed on the decrease of strength of the textile material exposed to UV radiation. Based on that study a life time of 12 years for harness was agreed and published by the LBA, which explicitly allowed in the NFLII-83/99 maintenance by approved MOs. A special inspection done during the next physical review of the aircraft would to our opinion one instrument to check that the harness, seat belts and seams are airworthy or not.

Mr. Lohl,

We would be grateful if you would confirm that the information distributed by AOPA Germany and IAOPA is the information which is correct and applicable. This is based on the information previously given by Schlemann. The Gadringer letter from Monday. 01.03.2010 is not clear and could cause new disquietness amongst the aviation community. Please help to clarify the present status.

Thank you for your understanding. We would be more than happy, in case the discussion needs to go on, to contribute with our experts to possible and simple solutions.

Best regards

Rudolf Schuegraf
Europe Air Sport
Vice-President