

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 15-056 [Published on 05 May 2015 and officially closed for comments on 02 June 2015]

Commenter 1: Airbus – Francisco Trabas Romero – 7/5/2015

Comment # 1

We are analyzing the future PAD No.: 15-056's effects in our fleet and it is not easy to understand the intention of this future AD.

In my opinion, re-statement requirement and new requirements are not compatible. It is not expected to find FW15003 parts without marking 102013/112013 or 102013L as it is indicated by paragraph 4 and 5, because they were replaced.

I understand that in case of FW15003 replacement because of parts without marks (work done before February 2015), it is required an additional work and must be replaced the external oil feed tube FW14193 that was not required by NMSB RB211-72-AH673. Although, I believe that record inspection it is necessary to confirm that FW15003 parts were not replaced and it is not required additional works.

I suggest you to clarify the AD because it may be confused. I don't know if future SB NMSB RB.211-72-AJ035 will provide additional clarifications.

EASA response:

Comment understood, but not agreed.

Re-statement of requirements is necessary, since EASA does not (and cannot) verify that a previous AD has been complied with. Even though none of the affected parts may be installed (anymore), some of those parts can still be held as spares. Purging of spares from inventory cannot be regulated by AD action, which is why the AD prohibits (re)installation.

No changes have been made to the Final AD in response to this comment.