

EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 15-094 [Published on 22 July 2015 and officially closed for comments on 21 August 2015]

Commenter 1: CHC Helicopters Netherlands B.V. – Stefan Dijkshoorn – 22/07/2015

Comment # 1

Please be aware that Turbomeca issued SB 292-72-2188 A for Engine variants 2S1 and 2S2 which terminates the recurring inspection mentioned in SB 292-72-2860

EASA response:

Comment agreed. Information on an optional terminating action was added in the Final AD.

Commenter 2: Bond Offshore Helicopters – Colin Leask – 23/07/2015

Comment # 2

PAD 15-094 refers to post mod TU 34 "Torque conformation box". On the Arriel 2C engines modification index there is TU34 A only. There is no TU 34

EASA response:

Comment agreed. According to Turbomeca, there are no differences between mod TU34 and mod TU34A. The Final AD was updated to clarify this.

Commenter 3: RUAG Aviation – André Wallimann – 23/07/2015

Comment # 3

According to SB 292 72 2188 the installation of a conformation box post TU188 constitutes the terminating action for the 600H recurring check. This is only mentioned in SB 292 72 2188 but not in the MSB 292 72 2860 or PAD 15-094. It would be good to mention that the AD is not applicable to engines with post TU188 conformation boxes (if this is true as it seems).

EASA response:

Comment partially agreed.

EASA does not agree to add information that the AD is not applicable to engines with post-mod TU188 torque conformation box. The AD is applicable only to engines having mod TU34 or TU34A. An engine having mod TU188 in its configuration at delivery does not have mod TU34, nor mod TU34A, hence it is clearly not affected. Engines having mod TU34, or mod TU34A, in their configuration may be modified in service accomplishing SB 292 72 2188. A paragraph was added in the Final AD to clarify this.

Adding information about engines that are not affected by the AD would be redundant and could be misleading. The AD identifies the affected engines (by mod number) to which it applies (positive statement) and that is deemed enough to exclude all others (i.e. those not having that mod) by default.

See also EASA response to Comment #1.

Commenter 4: Harrods Aviation – Stephen Yarnold – 24/07/2015***Comment # 4***

In reference to EASA PAD 15-094 can you please review para (3) in the required action. It is my understanding from the applicable Turbomeca SB's that SB 292 72 2188 constitutes terminating action post replacement of a post mod conformation box.

EASA response:

Comment agreed. Information on an optional terminating action was added in the Final AD. See also EASA response to Comments #1 and #3.