



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-015

[Published on 26 January 2017 and officially closed for comments on 23 February 2017]

Commenter 1: Frederic Falcon – 30/01/2017

Comment # 1

A. Please confirm the difference between "2 400 operating hours" and "15 flight hours"? Would you confirm, how hours is to be managed?

B. The repair station and the CAMO follow the engine hours and the module#1 hours.

For us, the better is the module hours because in the case of Arriel 1, we used the advantage of the modular engine design. We kept the total time in service and maintenance records for each module but it isn't clear in your PAD.

EASA response:

A. Comment understood. The "2 400 operating hours" and "15 flight hours" are related to EASA AD 2015-0064 at original issue. Only for an engine or a Module 01, as applicable, equipped with an affected front support pin that had accumulated (on 04 May 2015) 2 400 operating hours or more since first installation on an engine or Module 01, the inspection as required by paragraph (2) had to be started within 15 FH after 04 May 2015. However, since issuance of PAD 17-015, it was identified that the compliance times as defined and retained from EASA AD 2015-0064 did not address all affected pre-mod TU380 ARRIEL 1E2 engines. EASA PAD 17-015R1 now clarifies affected engines and associated compliance times.

B. Comment understood. EASA PAD 17-015R1 now refers to hours accumulated by a front support pin, which can be installed on an engine or on a Module 01.

EASA PAD 17-015R1 has been published in response to this comment.

