



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-023

**[Published on 16 February 2017 and officially closed for comments on 16 March 2017]**

**Commenter 1: Lufthansa Technik AG – Manfred Chinitzky – 15/03/2017**

### **Comment # 1**

We have an objection in regard to Note 2 of EASA PAD No 17-023.

In Note 2: For the purpose of this AD, a serviceable HMU is an HMU which has never been installed on an engine, or has been overhauled, or on which the delta-P valve has been replaced in accordance with the instructions of Section 3 of CFM International CFM56-5B SB No.73-0122 (Revision 9 or later Revision), or CFM56-5 SB No.73-0182 (Revision 7 or later Revision), as applicable to engine type.

From our point of view the request of an overhauled HMU is not sufficient.

During overhaul of a HMU the CMM is not looking for general replacement of the delta P Valve.

LHT herewith requests a revision of Note 2 of the EASA PAD No 17-023.

### **EASA response:**

***Comment agreed. Defining an overhauled HMU as a serviceable HMU was introduced in Note 2 by mistake.***

***The Final AD has been amended accordingly in response to this comment.***

