

EASA PAD No. 06 - 134
COMMENT RESPONSE DOCUMENT

PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Reason	Under the section "Reason" the text refers to a previous AD on "Reamer Induced Machining Abuse." The referenced AD is for "Reamer Induced Machining Anomalies". Rolls-Royce would prefer and request that the word "anomalies" is used as abuse infers intentional damage.	Harvey J Griffin Rolls-Royce plc	12/06/2006	Comment accepted and will be altered.
Entire PAD	AD: 06-134 (for -535 engines): a) To be consistent with PAD's 06-131 and 06-132, the ATA should read 72; 41; 51 b) To be consistent with PAD's 06-131 and 06-132, the Applicability should include: installed on, but not limited to Boeing 757 and Tupolev 204 aircraft c) To be consistent with PAD's 06-131 and 06-132, the title should read ' High Pressure Turbine (HPT) - Inspection of Disc Rim Cooling Air Holes for Cracks from Scoring Damage' d) Paragraph 3 of Reason, Abuse should read Anomalies e) First paragraph of Compliance: space required between Inspection and (ECI)	Mark Chatterton Rolls-Royce plc	14/06/2006	Rolls-Royce Service Bulletin gives sufficient references. Operator is required to be fully conversant with this document as referenced within the AD. RB211-535E4-B is the engine model relevant to the Tupolev 204 and is given in the Applicability. No Title section is given on the PAD. Accepted and altered. Accepted and altered.