

EASA PAD No. 07-167

COMMENT RESPONSE DOCUMENT

[officially closed for comments on 24 September 2007]

PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Compliance	<p>After reading through and comparing the PAD, LBA AD D-2004-313R5 and Rolls Royce Deutschland Service Bulletin Tay-72-1638R3 (which is applicable to Tay 620 and Tay 650 engines), Fokker Services suggest introducing changes to the compliance paragraph of the PAD to ensure that the PAD meets the intent of the LBA AD and of the Rolls Royce Deutschland Service Bulletin.</p> <p>(1) Tay 620 and 650 compliance paragraphs (1)(b)(i) of Rolls Royce Deutschland Service Bulletin Tay 72-1638R3 state that on aircraft with epoxy bonded ice impact panels on both engines, the ice impact panels on 1 engine must be bonded with polysulphide before 1/03/2005 (Tay 620) or 01/09/2005 (Tay 650). However, paragraph 2 of the compliance paragraph of the PAD states "If more than one engine on an aircraft is affected, before further flight, rework the affected ice impact panels using polysulphide bonding ...". The wording "is affected" as in the PAD can be misinterpreted as "of Tay 72-1326 standard" (as in the applicability paragraph of the PAD) or as "didn't pass the inspection required in compliance paragraph 1 of the (P)AD". Furthermore, the wording "rework the affected ice impact panels" can be misinterpreted as "rework the affected ice impact panels on both engines". Therefore, to retain the intent of the Rolls Royce Deutschland Service Bulletin, Fokker Services suggests to replace the text "If more than one engine on an aircraft is affected, before further flight, rework the affected ice impact panels using polysulphide bonding ..." with "If more than one engine on an aircraft is equipped with epoxy bonded ice impact panels, before further flight, rework the epoxy bonded ice impact panels on one engine using polysulphide bonding ...".</p> <p>(2) Note 2 in the compliance paragraph currently states that only the repetitive inspections of paragraph (1) of the (P)AD compliance are no</p>	Jan Pinson, Fokker Services	14/09/2007	<p>Accepted, the initial text will be replaced as suggested.</p> <p>Accepted, the initial text will be replaced as suggested.</p>

	<p>longer required after accomplishment of the modification as required by paragraph (3) of the (P)AD compliance.</p> <p>However, also the rework of paragraph (2) of the (P)AD compliance is no required after accomplishment of the final modification (i.a.w. Tay 72-1643R1) as required by paragraph (3) of the (P)AD compliance.</p> <p>Ref. the Rolls Royce Deutschland Service Bulletin Tay 72-1638R3 which introduced both the inspections and the (one-engine) rework on engines with Tay 72-1326 standard ice impact panels only (and not on engines with Tay 72-1643 standard ice impact panels).</p> <p>Therefore, Fokker Services suggests changing the NOTE as follows: "After accomplishment of the modification as required by paragraph (3) of this directive, the repetitive inspections of paragraph (1) and the rework of paragraph (2) are no longer required."</p>			