



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 09-048
CLOSED FOR COMMENTS ON: 20 March 2009

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
General	<p>Please could you take into account following AIRBUS comments on PAD 09-048 CFM56 engines that are fitted on AIRBUS A318/A319/A320 and A321 models.</p> <p>* AD 2007-0221 already mandates CFMI VSB 72-0620 original issue or later revisions.</p> <p>* With rev 2 of CFM VSB 72-0620, additional low pressure turbine part numbers have been introduced in the applicability to provide their corresponding life limits.</p> <p>Therefore, AIRBUS considers that this PAD must supersede previous AD 2007-0221 and recall AD 2007-0221 requirements. It is not used to have two different issues of a SB mandated by 2 separates AD.</p>	<p>Maryse CASSAGNAU-SEGOL</p> <p>Single Aisle Aircraft</p> <p>Continued Airworthiness Engineer</p> <p>Product Integrity Division - EAS</p> <p>AIRBUS Central Entity F</p>	01 April 2009	<p>Rejected. EASA PAD No. 09-048 and EASA AD 2007-0221 affect different part numbers. Superseding EASA AD 2007-0221 by PAD No. 09-048 would put the burden on operators to update all their maintenance records for the concerned engines without any safety benefit.</p>
General	<p>Ref.: CFM-Engine shop manual , revision 52 , issue date Nov. 15. 2008 , temporary revision section</p> <p>TR 05-0187: THIS TEMPORARY REVISION CANCELS AND SUPERSEDES TR 05-0184</p> <p>+ <<TR_05-0187_T05-12-04-08-001--N_5B.pdf>></p> <p>+ TR 05-0188: THIS TEMPORARY REVISION (TR) CANCELS AND SUPERSEDES TR 05-0185</p> <p>+ <<TR_05-0188_T05-12-24-08-001_5B.pdf>></p> <p>+ Pls. check and correct, if necessary the EASA-PAD / EASA-AD</p>	<p>Werner Ackermann</p> <p>Aircraft Engineering ,</p> <p>A/C System Engineer ,</p> <p>Powerplant</p> <p>Lufthansa Technik AG</p>	05 March 2009	<p>Agreed. AD amended accordingly.</p>