



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 09-060
 CLOSED FOR COMMENTS ON: 07 May 2009

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Required Action(s) and Compliance Time(s)	<p>Some comments please regarding subject PAD 09-060:</p> <p>1. As part of the serviceability assessment Para (3) of the PAD details IMMEDIATE REPLACEMENT of the THSA if the result of the phasing check is CORRECT. However, Para (4) details REPLACEMENT WITHIN 500 FH if the phasing check FAILS. This is also detailed in the supporting Airbus SB A300-27-0201. Could you please confirm that this aspect of the procedure is correct?</p> <p>2. The 250 FH inspection limit (in the event of 4000 FH being exceeded since last overhaul) is, relatively speaking, very short notice (250 FH is only 6.25% of 4000 FH) and may not give adequate opportunity to carry out this check at an operationally appropriate time. NTR would therefore appreciate scope to increase the 250 FH limit if at all possible.</p>	<p>Sid Price</p> <p>TNT Airways</p>	07/05/2009	<p>1. EASA confirms the required procedure. As mentioned through the Required Actions, there is a 'double' condition which associates Phasing Check results AND Magnetic Plug Check (with measurement of the metallic particle). Therefore, taking into account the two criteria mentioned here above, it appears that the procedure is correct and will not be amended.</p> <p>2. The phasing check has been developed to be as practical as possible (light tooling, limited time to perform the checks, etc.) in order to be performed on-aeroplane. The technical instructions have been consolidated by full scale experimentation without revealing any particular concern. Therefore, the required compliance time will not be amended.</p>