


EASA	COMMENT RESPONSE DOCUMENT
	<p>EASA PAD No. 10-119 [Published on the 30th November 10 and officially closed for comments on the 28th December 10]</p>

Commenter 1: SIA Engineering Company – Aubrey LIM – 26 January 2011

Comment # 1

“There is a difference in the wording between the EASA PAD 10-119 and the current Time Limits Manual. The following is extracted from the Engine Time and limits manual of SIA and GFA. The difference between the TLM data and EASA PAD 10-119 is in NOTE 1.

TLM data

HDTR3414L	N/A	10000 (see NOTE: 1)
HDTR3416R	N/A	10000 (see NOTE: 1)

NOTE: 1. The declared life applies to C Ducts which have **not** been modified in service in accordance with Service Bulletin RB211-78-C899 **before** they have completed 7200 flight cycles since new.

Is there an error in the PAD or is a revision to the TLM to match with the PAD in the works?

EASA response:

The life limits given in the Engine Time Limit Manual and in PAD 10-119 for the subject C-Ducts P/Ns are consistent and fully match together.

For P/N -14L, -16R, -17R, the declared life limit is 25000 FC provided Airbus SB 78-3010 or VSB RB211-78-C899 has been embodied before accumulation of 7200 FC. When this SB or VSB is applied after accumulation of 7200 FC, the life limitation is reduced to 10000 FC.

Consequently both documents are correct.