


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<b>EASA PAD No. 11-076</b> <b>[Published on the 22 July 2011 and officially closed for comments on the 19 August 2011]</b>

**Commenter 1: FAA – Mark Riley – 19/08/2011**
**Comment # 1**

1. Paragraphs (1) and (2) of the Required Action(s) and Compliance Time(s) require:

- a. Inspection of the P3 air pipe and the RH rear half-wall for damage.
- b. Inspection of the clearance between the P3 air pipe and the RH rear half-wall.

Are these inspections applicable only to installed engines? If so, recommend additional clarification in the AD.

2. Paragraph (4) of the Required Action(s) and Compliance Time(s) states that “Installation on an engine of a serviceable P3 air pipe and verification that the distance between P3 air pipe and RH rear half-wall P/N 0319 99 82 40 is equal to or greater than 0.5 mm constitutes terminating action for the repetitive inspections required by paragraph (2) of this AD for that engine”. However, in the Reason section of the PAD, it states that the investigation by the engine manufacturer, Turbomeca, shows that the clearance between the P3 air pipe and the RH rear half-wall might change during installation of the engine on the helicopter, therefore, repetitive inspections are required every 100 engine hours. If the clearance can change during engine operation, repetitive inspections should not be eliminated unless the new design RH rear half-wall P/N 0319 99 008 0 is installed.

3. Recommend that terminating action for the AD be to install the new design RH rear half-wall, P/N 0319 99 008 0, (to prevent chafing of the P3 air pipe), at the next opportunity. Inspections per paragraph (1) and (2) would be required until the new RH rear half-wall, P/N 0319 99 008 0, is installed.

**EASA response:**

**EASA agrees to paragraph 1 of the comment. Paragraph (7) of the AD has been amended to clarify this point.**

**EASA partially agrees to paragraph 2 of the comment. The technical investigations have shown that, once the engine is installed and if clearance between RH rear half-wall P/N 0319 99 82 40 and P3 air pipe is higher than 0,5 mm, that clearance is sufficient for preventing chaffing between the two parts during operation and therefore no repetitive inspection is needed. The Reason paragraph of the AD as been amended to clarify this point.**

**EASA disagree to paragraph 3 of the comment. Installation of RH rear half-wall P/N 0319 99 82 40 and clearance of more than 0,5 mm between the RH rear**

*half-wall and P3 air pipe is a terminating action as well, as once the RH rear half-wall is installed properly on an engine already installed on an helicopter, the clearance is sufficient for preventing chaffing between the two parts as indicated above. The other terminating action to this AD is to install a new design RH rear half-wall as stated in (5) is only valid when RH rear half-wall P/N 0319 99 82 40 is found damaged, or the P3 air pipe interferes with RH rear half-wall P/N 0319 99 82 40.*