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| EASA                                                                              | COMMENT RESPONSE DOCUMENT                                                                                                                                |
|  | <p style="text-align: center;"><b>EASA PAD No. 13-090</b><br/> <b>[Published on 02 July 2013 and officially closed for comments on 30 July 2013]</b></p> |

**Commenter 1: HiFly, Maintenance & Engineering Department – Tiago Marques – 03 July 2013**

**Comment # 1**

After review of PAD 13-030, paragraph (4) “After modification of an engine as required by paragraph (1) of this AD, do not install any EEC unit on that engine, unless the software standard is A14.1.3 or higher.” can you clarify if this sentence should be interpreted as “After modification of an engine as required by paragraph (1) of this AD after 31-December-2018, do not install any EEC unit on that engine, unless the software standard is A14.1.3 or higher.”?

**EASA response:**

*The commenter's interpretation is understood, but not agreed. The purpose of paragraph (4) is to ensure that, as soon as an engine is modified, this modification is not 'reversed' during any subsequent maintenance action, thereby re-introducing the unsafe condition. If an operator chooses to modify an engine early, the prohibition of paragraph (4) may seem overly restrictive when compared to non-yet modified engines, but EASA feels this is justified.*

*AD compliance time is a reflection of the risk, not an invitation to delay corrective action until the end of the compliance time.*

*No changes have been made to the Final AD in response to this comment.*