


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 14-007 [Published on 09 January 2014 and officially closed for comments on 06 February 2014]

Commenter 1: Bond Offshore Helicopters – Colin Leask – 15.01.2014

Comment # 1

On PAD 14-007 in the applicability section it states that this PAD is applicable to the Arriel 2C series engines .

It is my opinion that PAD 14-007 is not applicable to Arriel 2C series engines as there has been no mandatory SBs issued on this subject against the Arriel 2C engines. Can you please review and advise ?

EASA response:

EASA disagrees. It is true that paragraphs (1) and (2) of the PAD are only applicable to Arriel 1B, 1D, 1D1, 2B, 2B1, 2B1A and 2B1B engines, therefore are not applicable to Arriel 2C engines. However paragraphs (3) and (4) of the PAD are applicable to all affected engines included in the Applicability section of the PAD, including the Arriel 2C. Although paragraphs (3) and (4) of the PAD do not refer to Turbomeca Mandatory Service Bulletins (MSB), they require to accomplish actions in accordance with applicable Turbomeca Engine Test Bed Acceptance Test Specifications (CCT) as listed in Appendix 2 of the PAD.

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

Commenter 2: Aero Asahi Corporation – Wata (Wataru Sakaguchi) – 17.01.2014

Comment # 2

Basically, the TCD (Japanese AD) is only the Japanese translation version of your AD, therefore your AD is expected the detailed contents for the applicability section in the AD sometimes.

This time, the PAD14-007 has detailed applicability for the almost of helicopter model, but some of the helicopter are not included. For example, the single-engine models are accurately listed, however, some of the twin-engine model are partially listed. It is well known that the listed aircraft model are not limited, but it would much appreciated to include the following for harmonization of each type of aircraft. For ARRIEL 1C1-SA365N1, ARRIEL1C2-AS365N2 (Remarks : AS365N is not correct statement, and the SA365N is correct.) ARRIEL1S1 - Sikorsky S-76C - For ARRIEL 2C - EC155B.

Commenter 3: CHC HN – Hans Bugter – 10.01.2014**Comment # 3**

Following the issuance of EASA PAD No.: 14-007 concerning the Turbomeca Arriel 1&2 engine Accessory Gear Box (M01) – 41/23 Tooth Bevel Gear Assembly – Check / Replacement, I noticed that the “Applicability” section identifies all Arriel versions as being effective.

When reading through the “Required Action(s) and Compliance Time(s)” section, only the Arriel 1 & 2 versions used on the single engine helicopters (engines ARRIEL 1B, 1D, 1D1, 2B, 2B1, 2B1A and 2B1B) are effective.

This is confirmed by the “Ref. Publications” section, which refer to MSB 292 72 0839 version B and MSB 292 72 2849 version B, which are only applicable to the ARRIEL 1B, 1D, 1D1, 2B, 2B1, 2B1A and 2B1B.

Could you please ensure that in the final AD the “Applicability” section reflects the actual effectivity of the AD as defined in the “Required Action(s) and Compliance Time(s)” and the “Ref. Publications” sections?

EASA response:

See EASA response to Comment #1 of this CRD. No changes have been made to the Final AD in response to this comment.