

EASA Proposed CM-PIFS-002 Issue 01 – Approval of Engine Use with a Thrust Reverser - Comment Response Document

Comment				Comment summary	Suggested resolution	Comment is an observation or is a suggestion*	Comment is substantive or is an objection**	EASA comment disposition	EASA response
NR	Author	Section, table, figure	Page						
1	Airbus	3.1, paragraph 7	5	The second sentence of this paragraph ends "...it is EASA general policy to require actual testing of the system at aircraft level." To avoid the possible interpretation of this sentence to mean that the actual testing of the system must be done on the aircraft, this sentence should be clarified.	The end of the second sentence should read "...it is EASA general policy to require actual testing of the system at aircraft certification level."	No	Yes	Partially accepted	Proposed amendment is: "...it is EASA general policy to require actual testing of the system during aircraft certification."
2	Airbus	3.1, paragraph 7	5	The final sentence refers to the thrust reverser tests conducted under the responsibility of the aircraft applicant. Since these tests would typically be carried out at the engine manufacturers' facilities, support from the engine manufacturer is essential.	Add the following sentence at the end of paragraph 7. "To this end, when CS E-890 (b), (c), (d) relevant thrust reverser system tests were not performed with thrust reversers as part of CS-E exercise, the engine manufacturer has to support the aircraft manufacturer in defining and performing additional acceptable tests equivalent to CS E-890 (b), (c), (d) with thrust reverser installed."	Yes	No	Not accepted	In accordance with Part 21A.33, the applicant is responsible for the investigation and tests. It is not within EASA remit to define a working arrangement between the involved parties.

* Please complete this column using the word "yes" or "no"

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