


EASA	COMMENT RESPONSE DOCUMENT
	<p>EASA PAD No. 15-008</p> <p>[Published on 02 February 2015 and officially closed for comments on 02 March 2015]</p>

Commenter 1: Civil Aviation Authority - the Netherlands – Eelco Bakker – 02/02/2015

Comment # 1

The above mentioned PAD describes in step (2) of the RACT paragraph the following:

(2) From the effective date of this AD, do not install a HPT Stage 1 disc P/N JR32013 on an engine or an engine with a HPT Stage 1 disc P/N JR32013 on an aeroplane.

This would mean that no HPT Stage 1 disc can be installed after the effective date of the AD hence gradually grounding the engines and consequently the affected aircraft.

Please take into consideration the following addition in step (20 of the RACT paragraph:

(2) From the effective date of this AD, do not install a HPT Stage 1 disc P/N JR32013 with a cyclic life over those indicated in Table 1 on an engine or an engine with a HPT Stage 1 disc P/N JR32013 with a cyclic life over those indicated in Table 1 on an aeroplane.

EASA response:

EASA agrees. A change has been made to the Final AD in response to this comment.

Commenter 2: Fokker Services B.V. – Jan Pinson – 27/02/2015

Comment # 2

Rolls Royce issued NMSB 72-A1676 on July 18, 2005 (currently at revision 2 dated March 23, 2007).

That NMSB also introduced reduced cyclic life limits for HP turbine disc p/n JR32013 but those cyclic life limits are higher than the cyclic life limits in NMSB Tay 72-A1821 which is the subject of this PAD.

NMSB Tay 72-A1676 was made mandatory by EASA AD 2007-0086 which is still effective.

Conclusion:

There are now 2 Rols Royce NMSB's that introduce different cyclic life limits for the same p/n HP turbine disc.

If an AD is issued for NMSB Tay 72-A1821, then there will be 2 AD's that mandate different cyclic life limits for the same HP turbine disc p/n JR32013

EASA response:

EASA agrees. EASA AD 2007-0086 will be superseded within the Final AD in response to this comment.