



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-016

[Published on 01 February 2017 and officially closed for comments on 01 March 2017]

Commenter 1: All Nippon Airways Co., Ltd. – Daisuke Yamazumi – 28/02/2017

Comment # 1

Terminate action: RR has issued IP Turbine blade P/N KH11808 (post SB 72-H818) to terminate sulphidation corrosion cracking.

Therefore could EASA add that to replace the IP Turbine blade to P/N KH11808 (post SB 72-H818) as the terminate action for this AD, or revise the Applicability for limited engines which is installed the IP Turbine blade P/N KH30773 (pre SB 72-H818)?

EASA response:

Comment not agreed. The CFL model, as referenced in the AD, is independent from the blade standard and is the means by which an alert is triggered. Depending on experience with, and the condition of, new standard blades in service, EASA may decide later to adopt the modification of installing new standard blades as a terminating action. No changes have been made to the Final AD in response to this comment.

