

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-145

[Published on 13 October 2017 and officially closed for comments on 10 November 2017]

**Commenter 1: Lufthansa Technik AG – Dierk Krützmann – 17/10/2017**

### Comment # 1

The PAD 17-145 is from Lufthansa Technik perspective not performable in the way of current technical documentation. In our opinion before Issuing this AD it is necessary to revise the Service Bulletin LEAP-1A-72-00-0167.

1. The issue 001 of this SB refers to a Temporary Revision (TR) of the Engine Manual Chapter 05. Lufthansa Technik is using the S1000D publication. In accordance to the S1000D Standard the use of TR's is not described and because of that not allowed. The reference is written in a way to refer to an iSpec2200 TR with the document number 05-006. This Document number cannot be used with S1000D documentation.

#### B. Concurrent requirements

None.

Document number according iSpec2200

##### LIFE LIMITS

The life limit for the new HPT rotor stage 2 disk P/N 2788M26G01 will be added to the LEAP-1A Engine Shop Manual (ESM), Section 05-11-03 by Temporary Revision (TR) 05-006. Refer to the LEAP-1A ESM for cycle time limit of this part.

##### CYCLE COUNT

The HPT rotor stage 2 disk inspection does not change the accumulated cycle count, cycle since new (CSN), of the HPT rotor stage 2 disk.

2. For Certifying the accomplishment of this AD's and the respective SB is it necessary to refer exactly to the used Data Module Code like written in the AD (DMC-LEAP-1A-72-00-0167) or is it also possible to use the way of referring Service Bulletins as written in the engine shop manual (LEAP-1A 72-0167)? Please refer also to following screenshot of CFM LEAP-1A SB 72-0002, in which CFM states that the iSpec2200 (ATA number) can be used:

- (5) The Service Bulletin numbering system in S1000D is (using this Service Bulletin as an example): LEAP-1B-72-00-0002-01A-930A-D. The equivalent ATA number is 72-0002, where for the engine program Service Bulletin, the engine chapter (72) and Service Bulletin sequence number (-0002) will be the unique identifier for the SB. For convenience and brevity, when referencing a Service Bulletin number within another Service Bulletin, ESM, repair or Engine Name Plate, the equivalent ATA number (SB 72-0002) may be used.

In addition to that, LEAP Fleet Highlights Article 17-01-7200-06 states similarity of the SB content when comparing a S1000D SB with the same ATA SB:

### LEAP-All – Technical publications: LEAP S1000D vs LEAP ATA (17-01-7200-06)

Today, LEAP technical publications documentation is delivered by CFM in two authoring norms through the myCFM portal: ATA and S1000D.

#### What are the differences between a task in ATA and a data module in S1000D?

Regarding the contents, all is the same. Referring to the figures below, the Title (1), content (3, 4 & 5) & illustration are automatically converted from the S1000D into ATA. There are no differences.

Regarding the number of each data module (S1000D) versus each task (ATA):

- The SNS (Standard Numbering System) is the same: Chapter/Section/Subject (2), except for Service Bulletins. In S1000D, Service Bulletins are numbered with a "00" inserted between the chapter and the sequence number.

Example: Service Bulletin for ATA: 72-0026; SB for S1000D: 72-00-0026.

The difference is in the second part of the numbering, to comply with standards of the each documentation norms.

Example: In red the SNS, in blue the specific number for the norms

The data module S1000D LEAP-1A → 72-00-51-01A-25BA-C  
The task ATA LEAP-1A → 72-00-51-100-601-A00

I hope the EASA will recognize this problems and solve it in accordance to the specification S1000D.

#### EASA response:

**Comment #1.1 – Comment noted. This Comment will be communicated to the TC holder. No changes have been made in response to this comment.**

**Comment #1.2 – Comment agreed. The SB reference (LEAP-1A 72-0167) has been added in the final AD in response to this comment.**

