

## COMMENT RESPONSE DOCUMENT

EASA PAD No. 19-167

**[Published on 09 September 2019 and officially closed for comments on 23 September 2019]**

### **Commenter 1: Boeing Asia Pacific Aviation Services – Lim Kim Heng – 16/09/2019**

#### **Comment # 1**

- A. The asymmetric thrust - in the previous AD there is a 30 mins guide to qualify the engine will have an impact that need the inspection. Where as in this PAD, there is no time limit, hence as long as there is an asymmetric thrust experience by the aircraft below 28,000 ft, we are required to do the inspection on the "Good engines". For example, if there is an incident where the asymmetric thrust happen while the aircraft is near its decent phase, as such the duration was below 30 min and hence the inspection was not required per previous AD. But base on this latest PAD changes, the good engine is subject to do the inspection with 5 FC from the above incident. Is this correct?
- B. The decompression – there is many type and reason that cause decompression. Hence if there is a slow decompression, and the pilot manage to reduce the altitude without causing the need to supply the oxygen to passenger, the inspection is still required as per the AD. Is this correct ?

#### **EASA response:**

**A. Comment noted. EASA confirms the commenter's assumption to be correct.**

**B. Comment noted. EASA confirms the commenter's assumption to be correct.**

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

### **Commenter 2: All Nippon Airways – Hiroyuki Tanizaki – 20/09/2019**

#### **Comment # 2**

Regarding to the definition of Asymmetric Power Condition:

- A. Could you clarify the condition of "engine fault (reduced power on one engine)"? ANA can recognize single engine take-off or single engine in-flight shut-down, but the engine fault is not clear because 30 minutes condition was removed from the previous definition, therefore it is very difficult to



catch up all engine fault events. Could you explain more detail the engine fault (reduced power on one engine), what is the condition of the engine fault, how many differences of TPR or N1 regarding to reduced power?

- B. Could you add "Following the execution of any non-normal checklist procedure" in the definition of Asymmetric Power Condition? In attached RR NMSB TRENT 1000 72-AK060 Revision 6, 72-AK313 Revision 1 and 72-AK130 Revision 5, compliance of Operational Events Requiring Action for asymmetric power condition is defined as below:

"Following the execution of any non-normal checklist procedure that results in an asymmetric power condition at an altitude of less than 28,000 feet (IFSD, single engine take-off, engine fault). Perform the inspections in accordance with the Accomplishment Instructions, Section 3.A, 3.B, 3.C and 3.D of this NMSB on the non-affected engine (no power reduction, no IFSD) installed on the aircraft, in no more than 5 engine flight cycles."

Above SBs include "Following the execution of any non-normal checklist procedure" as a compliance of asymmetric power condition, which means asymmetric power condition and engine fault are accompanied with crew action and it is more clear wording for engine fault.

**EASA response:**

- A. Comment noted. It was established that it was difficult to determine a time threshold for the 30-min asymmetric thrust criteria upon which an inspection should be triggered. It was then deemed more appropriate to require an inspection whenever thrust is increased as a result of power reduction or IFSD of the other engine (at any altitude below 28000 ft). However, an additional criterion has been added to the Final AD, see EASA answer to point B below.**
- B. Comment agreed. The wording "execution of any non-normal checklist procedure" has been added to the Definition of 'asymmetric power condition' in the Final AD.**

