

COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-124R1

[Published on 28 August 2020 and officially closed for comments on 22 September 2020]

Commenter 1: Qantas Airways – Ben Nicholls – 15/09/2020

Comment # 1

EASA PAD No.: 20-124R1 informs operators that EASA AD 2020-0041 is proposed to be revised/superseded because Rolls-Royce Trent 900 NMSB RB.211-72-K497 is now cancelled.

However, Rolls-Royce Trent 900 Alert NMSB RB.211-72-AK493 was also revised to Revision 01, dated 14-Sep-2020. We expect that EASA will change the AD again to incorporate the changes in the revision to 72-AK493. To avoid revising the AD twice, would EASA kindly consider including 72-AK493 Revision 01 and 72-K497 into one AD revision?

EASA response:

Comment agreed. The Final AD (not a revision) has been amended accordingly.

Commenter 2: Lufthansa Technik – Rene Schinkel – 15/09/2020

Comment # 2

Action (2): please define what a shop visit means in regards to RR Generic EMP.

EASA response:

Comment noted, but not agreed. The shop visit as referred to in the AD is any shop visit. In Rolls-Royce documentation, the definition of a shop visit only excludes a “serviceability check”, i.e. where the engine is just put across a test bed (not disassembled in any way).

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



Commenter 3: All Nippon Airways – Takuma Koga – 17/09/2020
Comment # 3

- A. The published Revision 1 of Rolls-Royce Trent 900 NMSB RB.211-72-AK493 introduces conditions of Section 1.D.(1)(c)(i) through (iii) of the affected part or module. We request for EASA to update Table 1 of the AD to meet all 3 conditions.
- B. Section Corrective Action(s)(3) and (4) requires to contact Rolls-Royce for approved corrective action instructions when any crack is detected on the IPC rotor shaft. Since it is obvious that the part needs to be replaced, can EASA add a definition of a "Serviceable part:" in the Definitions section of this AD, and change this phrase to "replace the affected part with serviceable part"?
- C. I would like to clarify about the handling of in-shop inspections. Every engine will have their IPC rotor shaft inspected during every shop visit. Will this be counted as initial inspection for the repetitive inspections on-wing, or are on-wing and in-shop inspection determined as a completely different inspection?

EASA response:

- A. Comment agreed. The Final AD has been amended accordingly.**
 - B. As the workscope for an engine with a crack identified on the IPC rotor drum will most likely include a requirement to replace other hardware (not just the IPC rotor drum itself), it remains necessary to contact Rolls-Royce for applicable instructions.**
 - C. Comment agreed. The Final AD has been amended accordingly.**
- No changes have been made to the Final AD in response to Point B. of this comment.**

