

COMMENT RESPONSE DOCUMENT

EASA PAD No. 20-163

[Published on 12 October 2020 and officially closed for comments on 09 November 2020]

Commenter 1: Singapore Aero Engine Services Pte – Abdul Malek Bin Abdul Aziz – 16/10/2020

Comment # 1

Does the terminating action terminates the whole AD including restoration as per AK522?

EASA response:

Comment noted, but not agreed. The restoration (one-time action) of an engine per paragraph (3) is the terminating action “for the repetitive US inspections and re-lubrications as required by paragraph (1) of this AD for that engine”, as specified in paragraph (4). Only repetitive actions can be subject to a ‘terminating action’ – one-time actions cannot.

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

Commenter 2: Lufthansa Technik – Dennis Selinger – 05/11/2020

Comment # 2

We want to address that it would be very helpful to include the affected PNs of LPC Blades and Discs within the AD. Unfortunately the AD only refers to the affected SNs listed in the SBEs. The problem is that the SBEs do not list the affected PNs as well. We already addressed the issue at Rolls Royce to add the affected PNs in the SBEs. However, we were informed by our local RR Service Representatives that Lufthansa is not affected by SBE 72-AK492 and 72-AK522 in the meanwhile. Nevertheless, please take into consideration that after receiving those two SBEs and AD an operator will evaluate whether his fleet is affected or not. To ease this evaluation it would be a great help if you also mention the affected P/Ns and not only the serial numbers in the AD.

EASA response: Comment agreed. The Final AD has been amended accordingly.

