

COMMENT RESPONSE DOCUMENT

EASA PAD No. 22-122

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Commenter 1: SunExpress – Oğuz Karayavuz – 02/09/2022

Comment # 1

Regarding with the PAD 22-122, “Bearing Spring Finger Housing – Inspection”, we highly suspect about the technical condition of affected engines/parts over 1,000 cycles.

CFM claims that subsequent investigations identified wear of affected parts as possible cause of those NSV events; and there is no need to monitor OFDP for the parts have accumulated 1,000 cycles.

However there is no proof that the wear would cease in 1,000 cycles.

As SunExpress, we believe that all affected parts should be replaced within a time frame.

EASA response:

Comment partially agreed. It has been determined that parts having accumulated 1000 FC or more are less susceptible to failures, such that the repetitive inspections are no longer required.

The SB provides instructions to replace the affected parts during engine shop visits. These instructions (now included in the AD), the prohibition to reinstall affected parts and the additional requirements on engine installation (paragraph (7) of the AD) are deemed adequate to address the potential unsafe condition, without defining a maximum time in service for affected parts.

Parts Replacement section has been added to the final AD.

