

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-039

[Published on 29 March 2023 and officially closed for comments on 26 April 2023]

Commenter 1: TUI Airline – Sander Poelgeest – 30/03/2023

Comment # 1

Is a LEAP-1B engine affected with a part in CFM International (CFM) Service Bulletin (SB) LEAP-1B-72-00-0392-01A-930A-D, (Group 1 of PAD 23-039), eligible for installation onto an aeroplane after the proposed effective date of the AD?

EASA response:

Comment noted: the AD does not prohibit installation of a ‘Group 1 engine’ on any aeroplane. No changes have been made to the Final AD in response to this comment

Commenter 2: Lufthansa Technik AG – Florian Weinz – 26/04/2023

Comment # 2

LHT would like highlight, that currently neither the PAD nor the referenced SBs from CFM provide the rule, which limit applies to affected parts if such an affected part was already operated in different thrust ratings. Preferred solution would be to follow the well-known rules of the Engine Shop Manual Chapter 05 for life limited parts (calculation method A, if only cycles have been recorded or method B, if cycles and associated engine model have been recorded for a certain part). Please refer to ESM DMC LEAP-1A-05-11-00-01A-040A-C and LEAP-1B-05-11-00-01A-040A-C. This information could be included in the final EASA ADs or in the referenced SBs.

EASA response:

Comment agreed: A note has been added in the final AD.