

COMMENT RESPONSE DOCUMENT

EASA PAD No. 23-144

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Commenter 1: Condor Flugdienst GmbH – David Potuznik – 10/01/2024

Comment # 1

We understand the reason for the implementation of installation criteria as specified by Rolls-Royce in the NMSB MOD.79-AK868 as per PAD 23-144. As it is based on reliability issues of critical components of the engine lubrication system, what is the position of EASA regarding flight safety aspects and operational implications, especially considering ETOPS and remote area long range operation?

EASA response:

Comment noted: An oil pump is not an engine critical part. The consequence of failure of a single pump in an engine is the In-Flight Shut-Down (IFSD) of that single affected engine. Risk directly mitigated via this AD action is a Dual engine IFSD. Based on the airworthiness assessment of this issue, EASA concluded there is no need to limit current ETOPS approval for this engine type.

