

COMMENT RESPONSE DOCUMENT

EASA PAD No. 24-121

[Published on 17 October 2024 and officially closed for comments on 14 November 2024]

Commenter 1: MTU Maintenance Zhuhai Co. Ltd. – Chao Chen – 18/10/2024

Comment # 1

There is a definition of Engine shop visit in PAD24-121. It defines the induction of an engine into the shop for maintenance involving the separation of major mating engine flanges.

Could you please help to clarify what does it means “major mating engine flanges” in this PAD?

EASA response:

Comment noted. For the purpose of this AD, “major mating engine flanges” definition includes the following items. The Engine Shop Manual (ESM) disassembly procedures which accomplish the separation of these flanges are also provided for reference:

- **Fan Case – HPC Case (LEAP-1A-72-00-00-Z4A-520A-C)**
- **HPC Case – Combustor Case (LEAP-1A-72-00-02-01A-530A-C)**
- **Combustor Case – HPT Case (LEAP-1A-72-00-02-01A-530A-C)**
- **HPT Case – Turbine Center Frame (LEAP-1A-72-00-02-01A-530A-C)**
- **Turbine Center Frame – LPT Case (LEAP-1A-72-00-00-Z2A-520A-C)**
- **LPT Case – Turbine Rear Frame (LEAP-1A-72-00-03-01A-530A-C)**

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

