

EASA PAD NO 06-132
COMMENT RESPONSE DOCUMENT

PAD / DOC PARAGRAPH COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Applicability	<p>Rolls-Royce would like to request that the "Applicability" section of the proposed AD is amended to exclude RB211-524 HPT discs which have D-shape rim cooling holes. During manufacture a plug gauge was not used on this type of hole so they cannot have been scored by the same mechanism.</p> <p>Rolls-Royce's published NMSB 72-AE969 applicability says...</p> <p>(3) Boeing 747 and Boeing 767</p> <p>RB211-524 series Engines (all marks)</p> <p>All HP turbine discs post SB72-7730, but not including discs post SB72-C109 or discs post SB72-C762</p> <p>(4) Lockheed L1011</p> <p>RB211-524 series Engines (all marks)</p> <p>All HP turbine discs post SB72-7730, but not including discs post SB72-C109</p> <p>RB211-22B series Engines (all marks)</p>	<p>Harvey Griffin, Rolls-Royce plc.</p>	<p>12th June 2006</p>	<p>Noted</p> <p>The "Compliance" section of the PAD refers to RR NMSB-72AE969 that defines the standards of HP Turbine discs affected.</p> <p>However, the Compliance section of the PAD will be corrected in order to reference both sections 1.A.(3) and 1.A.(4) of RR NMSB 72-AE969. This is necessary in order to cover all the RB211-524 series engine marks in B747, B767 and L1011 aircraft.</p>

	<p>All HP turbine discs post SB72-5089</p> <p>Please would you consider removing pre 72-7730 and post 72-C109 & 72-C762 discs from the applicability of your PAD.</p>				
Entire PAD	<p>We need some clarification regarding the applicability of the PAD 06-132. The AD requires to perform Eddy Current Inspections (ECI) as per Rolls-Royce NMSB 72-AE969 on the HP Turbine disc of several models of the Rolls Royce engine type RB211.</p> <p>The above mentioned SB defines the applicability for Boeing aircraft types as follows (please refer to SB paragraph 1.A):</p> <p>“Boeing 747 and Boeing 767</p> <p>RB211-524 series Engines (all marks)</p> <p>All HP turbine discs post SB72-7730, but not including discs post SB72-C109 or discs post SB72-C762”</p> <p>Seems that whether the NMSB 211-72-AE969 differentiates between HP Turbine incorporating SB RB211-72-7730 the AD not. Has the EASA considered this difference between applicability of both documents?</p>	<p>Elvio Damian Marinelli</p> <p>Lufthansa Technik AG</p>	13th 2006	June	<p>Noted</p> <p>See Comment above</p>
Applicability	<p>Additionally I will like to pose a question concerning the applicability of the AD to the engine model RB211-524D4-19. The SB RB211-72-7730 states in paragraph 1.A.B.(4).3 that engines mark RB211-524D4-19 incorporating the SB should be marked as RB211-524D4-B-19. Considering this, it could be assumed that engines mark RB211-524D4-19 do not have the SB RB211-72-7730 embodied and therefore</p>	<p>Elvio Damian Marinelli,</p> <p>Lufthansa Technik AG</p>	13th 2006	June	<p>Noted</p> <p>As stated in the “Applicability” section both the engine models RB211-524D4-19 and RB211-524D4-B-19 are affected by this PAD.</p> <p>However, as already stated above, the Compliance section of the PAD will be corrected in order to reference both sections 1.A.(3) and 1.A.(4) of RR NMSB 72-AE969. This is necessary in order to cover all the RB211-524 series</p>

	should not be affected by the NMSB 211-72-AE969. If that is correct, should this engine model still be affected by the AD?			engine marks in B747, B767 and L1011 aircraft.
Compliance	<p>PAD 06-132 (for -524 engines):</p> <p>b) First paragraph of Compliance section should reference both 1.A.(3) and 1.A.(4) of NMSB 72-AE969, to cover -524 engines in B747, B767 and L1011 aircraft</p> <p>c) Paragraph 3 of Compliance section reads better 'If an HP turbine...' and makes it consistent with PAD 06-134</p>	Mark Chatterton, Rolls-Royce plc.	14th June 2006	<p>Agreed</p> <p>See Comment above</p> <p>Noted</p>