



COMMENT RESPONSE DOCUMENT
EASA PROPOSED AIRWORTHINESS DIRECTIVE (PAD) No. 08-111
 CLOSED FOR COMMENTS ON: 30 October 2008

PARAGRAPH OR SECTION COMMENTED	COMMENT / PROPOSAL	AUTHOR OF THE COMMENT	DATE OF COMMENT	PCM RESPONSE
Reason	<p>The subject PAD includes a statement in the Reason section "Multiple releases of HP Turbine Blades on one engine could result in non-containment of high-energy debris." Upon further review of the Trent 900 Certification Compliance Sheet and associated supporting evidence submitted for JAR-E 650, Vibration Surveys, it was substantiated that a hazardous effect would not be created by the once per revolution or additional excitation sources caused by the failure that is the subject of the Rolls-Royce Alert NMSB and this PAD.</p> <p>The Rolls-Royce Alert NMSB 72-AF995 was raised recognising the need to manage the engine IFSD risk exposure to the Aircraft for multiple engine IFSDs.</p> <p>Please remove reference to the above statement related to multiple blade release and high-energy debris risk in the final issued version of the AD.</p>	Stephen Bramfitt-Reid, Rolls-Royce plc	09/10/2008	<p>Agreed.</p> <p>This statement was written in interpretation of the following sentence in Rolls-Royce Alert NMSB 72-AF995, Par. B Reason:</p> <p>"Excessive cracking on the Convex Surface may lead to the release of NGV material or the blockage of Turbine gas flow. In either event there is a risk of fracture to the HP Turbine Blade."</p> <p>After discussion with Rolls-Royce plc it was determined that either event (release of NGV material or the blockage of Turbine gas flow) both result in an excitation, and potentially the rupture, of a single HP Turbine Blade.</p> <p>Rolls Royce plc has shown, based on development engine experience and analysis, that a multiple release of HP Turbine Blades (and therefore non containment of high energy debris) on one engine is unlikely. This case has therefore been removed from the paragraph Reason of the AD.</p> <p>As there is still a potential unsafe condition to the aircraft due to the risk of multiple engine loss of power or In-Flight Shut Down (IFSD), this modification does not change the Required Actions and Compliance Times of the AD.</p>