


EASA	COMMENT RESPONSE DOCUMENT
	EASA PAD No. 10-065 [Published on 25 June 2010 and officially closed for comments on 23 July 2010]

Commenter 1 :Rolls-Royce – Chris Leat – 07/07/2010

Comment # 1

I have two comments on PAD 10-065 which concerning the inspection of Rolls-Royce Trent 800 IP compressor shafts.

The wording in the first sentence of the "Reason:" could usefully be changed to read:- "...rear balance lands have been found cracked on two in-service....."

Would it be possible to add a Note 4 to the bottom of the section on "Required action(s) and compliance time(s)" along the lines of:- Note 4: RB211-72-AG085 does not need to be accomplished on IP Compressor Shafts that have a life of zero cycles since new."

This is because in the past some overhaul bases have interpreted AD2007-0052 and AF260 as needing to inspect brand new parts which can't be cracked as they've had no service running.

EASA response:

The first sentence of the Reason section of the AD as been amended as proposed. Regarding shop visit identification, the Final AD has been amended to refer to a "qualifying Engine shop visit".

Commenter 2: American Airlines, Maintenance & Engineering - John Beavers – 08/07/2010

Comment # 2

EASA PAD 10-065 defines inspection requirements for the Intermediate Pressure Compressor (IPC) rotor rear balance land on various marks of Rolls-Royce (RR) Trent 700 and 800 series engines. These inspections are deemed necessary due to one 700 and two 800 balance lands found with cracking that is thought to be initiated by balance weight fretting marks. This AD proposes both on-wing repetitive borescope inspections and in-shop eddy-current inspections at shop visits that expose the IPC rotor rear face to inspect for cracking. These inspections are to be accomplished via RR Alert SB 72-AG264 and Alert SB 72-AG085 respectively. AAL is currently complying with the requirements of this PAD on-wing with 475 cycle repetitive inspections, and in the engine shop on exposed rotors.

Rolls-Royce has informed operators of a pending modification that will change the Manufacturer's Part Number (MPN) and provide terminating action for the required inspections. As currently written, the PAD does not provide a list of effective MPN's which could present identification issues once the modification is accomplished. Therefore, AAL recommends that MPN's currently effective to the required inspections are listed under the applicability.

Additionally, under Required Action(s) and Compliance Time(s), Note 3, we would suggest that verbiage be revised from "Replacement of damaged part with a serviceable part does not constitute ... " to "Replacement of damaged part with a serviceable part of like balance land standard does not constitute ... "

EASA response:

There are two pending modifications to address the balance land cracking: the first is to revise the IPC rotor balancing strategy by introducing under-blade balance weights to the stage seven blades and removing all weights from the stage 8 balance land; the second is the removal of the balance land feature itself. It is the first of these that will provide terminating action for the on-wing inspection, the second will terminate the in-shop inspection. Revision to the IPC rotor balancing strategy will not change the IPC rotor part number and therefore the quoting of part numbers in the Applicability on the AD would not be beneficial to solving identification issues.