


<b>EASA</b>	<b>COMMENT RESPONSE DOCUMENT</b>
	<p style="text-align: center;"><b>EASA PAD No. 14-101</b>  <b>[Published on 18 June 2014 and officially closed for comments on 09 July 2014]</b></p>

**Commenter 1: Evelop.com – Fernando Bibiloni – 19/6/2014**

*Comment # 1*

As per RR RB211-72-H673R1 SB effectivity is: RB211 TRENT 768, TRENT 772, TRENT 772B, TRENT 772C Engines as follows:

(1) Engine Serial Numbers from 41693 to ESN 42330, with the following exceptions:

42310, 42311, 42312, 42314, 42315, 42316, 42317, 42321, 42322, 42323, 42324, 42325, 42326, 42327, 42329.

(2) Engines which are fitted with a Module 51 (IP Turbine Module) which has been reworked to a Check and Repair or higher level workscope for which the induction date was between 1st July 2009 and 31st August 2013.

As per PAD 14-101

(1) For engines s/n up to 42330 inclusive, except s/n 42310, 42311, 42312, 42314 to 42317 inclusive, 42321 to 42327 inclusive, and 42329:

Could you please confirm if engines with ESN bellow 41693 and not been inducted into shop between 1st July 2009 and 31st August 2013 will be required to perform inspection?

if the answer is no, Will PAD/AD be modified for a better explanation?

If the answer is yes, SB RB211-72-AH673 effectivity will have to be revised to be in accordance with PAD.

***EASA response:***

***Comment understood, but not agreed.***

***It has been determined that engines with s/n lower than 41693 could have received the affected rework, and are therefore considered within the Applicability of this AD. Also, the rework time period specified in the AD is longer than that specified in the RR SB at Revision 1 (see AD Reason section), while at Revision 2 of the RR SB, the rework period has been extended to 31 October 2013 to match the period specified in the AD. In addition, the affected (to be replaced) parts could conceivably have been installed in any other engine maintenance action.***

***Finally, it should be noted that paragraph (3) of the AD applies to all engines.***

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

**Commenter 2: HiFly.Aero – Rui Cavaco – 19/6/2014****Comment # 2**

Concerning paragraph (1), a review of an Engine maintenance records could be considered acceptable to make the determination of the need to inspect the oil feed tube sealing sleeve? This would be such provided those records could establish that such Engine:

- Is not fitted with a Module 51 (IP Turbine Module) which has been reworked to a Check and Repair or higher level workscope for which the induction date was between 1st July 2009 and 31st August 2013

AND

- Serial Number is lower than 41693 OR is greater than ESN 42330.

**EASA response:**

**See answer to Comment #1 above.**

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

**Commenter 3: XL Airways – Florian Fraysse – 8/7/2014****Comment # 3**

XL Airways France has reviewed Proposed Airworthiness Directive reference 14-101, applicable to Rolls-Royce Trent 700 engines, and would like to provide EASA with the following comments:

1/ Applicability of paragraph (1) and (2) in Action Required Section:

In paragraph Reason, it is clearly mentioned that a population of potentially affected engines has been identified through an investigation. These are engines which have either been manufactured either had a Module 51 rework during a certain time frame.

This population is also reflected in Rolls-Royce Service Bulletin RB211-72-AH673 effectivity, with paragraph 1.A.(1) concerning engines potentially fitted with affected parts during manufacture, and with paragraph 1.A.(2) identifying the engines potentially fitted with affected parts during module 51 rework.

We would suggest that paragraph (1) and (2) are amended to reflect Rolls-Royce Service Bulletin effectivity, and match the identified population of engines potentially affected.

2/ This issue being known since several weeks (Rolls Royce Service Bulletin initial issue dated Jan.30/2014), action (as required by paragraph (1) and (2) in Action Required Section of PAD 14-101) may already have been accomplished by some operators, as of the date this AD will be published/effective.

We would suggest that a paragraph is added to confirm that inspection of the Oil Feed Tube Sealing Sleeve (P/N FW15003), Replicast and replacement of the Sealing Sleeve accomplished according to the referenced publication, on an engine, prior the effective date of this AD are considered acceptable to comply with the requirements of the related paragraphs of this AD for the subject engine.

**EASA response:**

**1/ See answer to Comment #1 above.**

**2/ The standard statement “Required as indicated, unless accomplished previously” addresses the case where AD actions have been accomplished already.**

**No changes have been made to the Final AD in response to these comments.**

**Commenter 4: American Airlines (aa.com) – Nguyen, Hung – 8/7/2014**

**Comment # 4**

I have a request for you – would you please clarify effectivity to say 41693 to 42330, as written in SB RB.211-72-AH673?

**EASA response:**

**See answer to Comment #1 above.**

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