

	<h1>AVS</h1> <h2>Quality Management System</h2>	QPM # AIR-001-007-F1	Revision 0
		Title: Document Review Log	Date: June 19, 2009

1. Document No.: AC 33.87-1A	2. Project Manager: Dorina Mihail, 781-238-7153	3. Reviewing Office: AIR-103 W. Tonkins	4. Date of Review: October 20, 2011	5. Date of Disposition: March 1, 2013
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Instructions for Completing the Document Review Log

Blocks 1 & 2: To be completed by project manager prior to sending out for comments.
Blocks 3 & 4: To be completed by reviewing office. Enter office symbol, reviewers name and phone number.
Block 5: To be completed by project manager after receiving comments from reviewing office. Enter date of disposition.
 The below columns are to be completed by the reviewing office, except for the “Disposition” column.
 Project manager’s disposition in comments in the last column below. Enter the reasons for non-incorporated comments. Identify each disposition as:

- **Adopted;**
- **Partially Adopted;**
- **Non-Concur;**
- **Concur but Outside of Scope (Will be considered in next change/revision); or**
- **Answer to Question or Statement.**

Item No:	Page and Paragraph No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 23 paragraph (d)	§33.87(b)(1)(i) is not listed in the electronic or printed CFR (revised January 1, 2011)	Accuracy	Correct the citation	Adopted
2.	Page 23 paragraph (e)	§33.87(b)(1)(ii) is not listed in the electronic or printed CFR (revised January 1, 2011)	Accuracy	Correct the citation	Adopted

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1. Document No.: AC 33.87-1A Calibration Test and Teardown Inspection for Turbine Engine Certification 14CFR 33.84, 33.85, 33.87 and 33.93	2. Project Manager: Dorina Mihail 781-238-7153	3. Reviewing Office: AIR-110 Reviewer's Name & phone #: Edward S Chalpin, 202-385-6314	4. Date of Review:	5. Date of Disposition: March 1, 2013
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Item No:	Page and Paragraph No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 2, 2b (h)	. Consider using "for" rather than "to" in last part of sentence. ...and gas temperature for which it..."	Better phrasing of the sentence.	Use "for" rather than "to" in last part of sentence. ...and gas temperature for which it..."	Adopted.

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2.	Page 3, 1-2 Definitions	COS term is used to define it Incorrect to use term to define itself.	Better sentence structure.	Rephrase as follows: “The engine conforms to its type design and is in a condition for...”	N/A Definition deleted
3.	Page 3, para 1-2	Germaine hardware and remote hardware are not completely defined.	Awkward definition and terms used.	Rephrase: “All the hardware that are directly affected when tested for the certification objectives.”	Adopted.
4.	Page 4, para 1-2	No previous definition for the term “remotely located” test hardware.	First mention of a term requires a definition.	Need a definition for this term.	Partially adopted. Reworded the sentence for clarification; we did not add a new definition as recommended.
5.	. Page 5 para 1-2	For the Vibration definition the text uses itself to define itself.	A definition should not use itself to define the term .	Rephrase: “The oscillatory measurements conducted...”	N/A Definition deleted
6.	Page 6 para 2-2 c.	No previous definition for “slave facility” and its set-up and function.	Needed for completeness of the document.	Define “slave facility” and its set-up and function.	N/A Removed the terms “slave facility”.

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7.	. Page 8, para 3-1.	There is no definition of engine's "airworthy" condition.	Needed for completeness of the document	No definition of engine's "airworthy" condition. Is that considered as installed on an aircraft?	Adopted. Replaced "airworthy" with "conform to its type design" as stated in 33.93 Teardown inspection.
8.	Page 9, para 3-1 (j)	Check the correct tabbing and margin on the sentence extension.	Text tabbing should be consistent.	Check the correct tabbing and margin on the sentence extension.	Adopted.
9.	Page 10, para (5)	TCDS term not spelled out as first used.	First mention of a term requires a definition.	Term not spelled out as first used. Spell out TCDS, "Type Certificate Data Sheet."	Non-Concur. TCDS is spelled-out on page 1, under the definition for "redline conditions".
10.	Page 35, para b. (1) (a)	ICA term not spelled out.	First mention of a term requires a definition.	Spell out "ICA"	Adopted. ICA is spelled-out on page 4, paragraph 3.1(a)(1).
11.	Page 37, para b	Undefined term.	First mention of a term requires a definition.	Define "airworthy"	Adopted.
12.	Page A3-1	Undefined term.	First mention of a term requires a definition.	Define "windmilling"	Partially adopted. Replaced the term "windmilling" with "low power" for clarification.
13.	Page A4-2	Punctuation is not correct.	Consistent punctuation needed.	Drop comma in sentence: (i.e. non-type	Adopted
14.					
15.					
16.					
17.					

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	AVS Quality Management System	QPM # AIR-001-007-F1	Revision 0
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1. Document No.: AC 33.87-1A	2. Project Manager: Dorina Mihail, 781-238-7153	3. Reviewing Office: AIR-120	4. Date of Review: October 14, 2011	5. Date of Disposition: March 1, 2013	
Instructions for Completing the Document Review Log					
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Item No:	Page and Paragraph No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page ii paragraph.3.a(2)	Numerous references in this document are made to parts 33.63 & 33.84	Clarity	Suggest including parts 33.63 & 33.84 in this listing.	Partially adopted. Added 33.63 as related regulation; however, 33.84 is not related, it is an applicable regulation for this AC.
2.	Page 6, paragraph 2-1	Next to last sentence mentions “...test data is then referenced to the sea level standard day pressure and rating air temperature conditions....	Clarity	Suggest saying “the sea level standard day pressure and air temperature conditions”	Partially adopted. Corrected the text, but not exactly as suggested.

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3.	Page 9, paragraph 3-1a.(2)(d)	Fluid drainage demonstration in § 33.17(e) cites incorrect paragraph.	Accuracy	Suggest saying “Fluid drainage demonstration in § 33.17(f).”	Adopted
4.	Page 27, paragraph f.	Installation is misspelled	Accuracy	Suggest “installation”	Adopted.
5.	Page 28, paragraph f.	Inaccurate reference, sentence begins “Sections 33.87(c)(45)”	Clarity	Suggest removing the “4” so that 33.87(c)(5) is the reference.	Could not address this comment because it points to an error that could not be located.
6.	Page 27 paragraph 3-5c.(2) & d.(2), Page 28 paragraph 3-5e.(2) & Page 29 paragraph 3-6c.(2) & d.(2)	Where sentences start “All limit parameters”, the rotor speeds in each of these cases are referred to in several different ways.	Clarity	Suggest saying “maximum permissible rotor speeds” for consistency.	Adopted
7.	Page 28 paragraph 3-6 b.	Second sentence missing word “The guidance is same as that....”	Clarity	Suggest changing to “The guidance is the same as that...”	Adopted
8.	Page 29 paragraph 3-7a.(1)	Last sentence missing word “Analysis of flight performance has shown that in the event of engine failure at the critical point during take-off or landing, a period of higher power, referred as 2½-minute OEI power...”	Clarity	Suggest inserting word “to” after referred.	Adopted
9.	Page 30, paragraph 3-7b.(2)	Second sentence missing word “ the applicant must select one of options in the following paragraphs...”	Clarity	Suggest saying “, the applicant must select one of the options in the following paragraphs”	Adopted

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10.	Page 33, paragraph 3-8f.	The last sentence states “If an excessive number of interruptions occur, the applicant should repeat the entire test in § 33.87(f). Who determines what is excessive?”	Clarity	Suggest defining excessive or that it will be determined at the FAA’s discretion.	Adopted
11.	Page A2-2 paragraph 2b.	Last sentence “ The Part Two run time is 87.5 hours, which consists of 18.75 hours at takeoff power, 45 hours at maximum continuous, and 23.75 hours at idle.” Is the time at idle, flight idle or ground idle?	Clarity	Suggest specifying the desired type of idle speed.	Adopted.
12.	Page A3-1, paragraph 1b.	Last sentence “ However, since the overshoot is part of the 5-minute steady state temperature limit, a deteriorated engine should be removed from an aircraft for maintenance whenever the engine fails to produce rated takeoff thrust or power for either the overshoot or the 5-minute steady state temperature limits, or both.” There might be other factors causing or contributing to the engine not making rated power.	Clarity	Suggest revising to consider problems such as EGT indication or bleed leak be taken into account prior to engine removal.	Non-Concur. The comment applies to the methods used to determine the engine thrust. These methods should account for the variabilities cited in this comment. However, this section does not intent to provide means for determining the thrust. This section of the AC only addresses the actions to be taken once the thrust is determined.

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13.	Page A6-2, paragraph 3b.	Teardown inspection requirement "...each engine part must be eligible for incorporation into an engine for continued operation..." My question "is rework of the part permitted?"	Clarity	Suggest clarifying if reworked parts are acceptable for re-installation into an engine for continued operation.	Non-Concur. Chapter 4 of this AC provides the recommended clarification. The subject of part eligibility through repair or reworking is not within the scope of this Appendix, but is discussed in Chapter 4.
14.	Page 10A-1, paragraph 2.	First sentence "... which provide information on the proper maintenance of the engine." Provide should be plural.	Clarity	Suggest changing "provide" to "provides".	Adopted
15.	Page A11-2, paragraph 2e.(3)	The second sentence cites CFR 33.63 for vibration requirements. Shouldn't 33.83 be included as well?	Accuracy	Suggest also referring to part 33.83 for vibration test requirements, if applicable.	Answer to this question: the vibration in discussion is caused by rotor unbalance as measured by the engine vibration monitors. This vibration is covered by the requirements in 33.63 and not 33.83, refer to AC33.63-1. Therefore, 33.83 does not apply.
16.	Page A11-3, paragraph 2h.(3)	Fault & maintenance messages. Some components have different tiers of faults or messages.		Suggest disclosure of all levels of faults be requested.	Non-Concur. The description of "fault & maintenance messages" in the AC is broad enough to encompass all levels of faults.

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1. Document No.: AC 33.87-1A: Calibration Test, Endurance Test and Teardown Inspection For Turbine Engine Certification (§§ 33.84, 33.85, 33.87, 33.93)		2. Project Lead: Dorina Mihail, ANE-111 Judith Watson, ANE-103		3. Reviewing Office: AIR-500		4. Date of Review: 8/30/11		5. [reserved] March 1, 2013	
6.	7. Page and Paragraph No.:	8. Comment:		9. Reason For Comment:		10. Suggested Change:		11. [reserved]	
1.	Global Change	Missing header.				Within the header place the date in the top left-hand corner and AC number in the top right-hand corner of the document.		Adopted.	
2.	Global Change	Unnecessary page breaks.				Remove the extra page breaks from the document. It creates blank pages between pages with text.		Adopted.	
3.	Global Change	Improper capitalization.		Non-compliance to memo sent by AGC on 1/24/94.		Remove the capitalization from the term "part" in the reference unless it begins a sentence.		Adopted.	

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4.	Global Change	Refrain from using bullets.	Bullets can be difficult to reference.	Replace bullets with a letter or number.	Adopted.	
5.	Global Change	Remove the underline from the title of the main paragraphs.		Bold the title of the main paragraphs instead.	Adopted.	
6.	Global Change	Incorrect format.		Suggestion: Label points (1) and (2) found in subsection (3) with a letter directly under subsection (3) instead of within the same sentence. For examples refer to paragraph 3-1a(1)(b), paragraph 3-1c(5), last sentence, paragraph 3-1d(3), 1 st sentence, paragraph 3-1g(2), paragraph 3-2e(6), paragraph 3-4b(1)(b), Appendix 1, paragraph 1a(2)(c), Appendix 12, paragraph 1b(2), etc.	Adopted.	

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7.	Global Change	Incorrect format.		You cannot have just one subparagraph/subsection under a main paragraph. If you use a subparagraph/subsection, then you have to use two. Suggestion. You may want to combine the information with the previous section. For examples refer to Paragraph 3-2f(a), paragraph 3-2g(2)(e)1, paragraph 3-4b(3)(a), pages 25, 26, 31, 32, etc.	Adopted.	
8.	Global Change	Missing "Cancellation" paragraph.		Since this a "revision" to AC 33.87-1, then there is suppose to be a "Cancellation" paragraph. Place paragraph 3 as the "Cancellation" paragraph.	Adopted.	
9.	Global Change within Appendices	Suggestion.		Bold all the Appendices titles within the header.	Adopted.	

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10.	Header/Log o Section, Page i	Incorrect logo.	Delete the FAA log since this is an external document.	Replace with the DOT logo.	Adopted.				
11.	Header Section, Page i	Improper capitalization.		Remove the capitalization from all the letters in the title of the AC. Use title case instead.	Adopted.				
12.	Paragraph 1, Page i	Unnecessary bold/Typo.		Remove the bold from the period mark found after the title "Purpose".	Adopted.				

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13.	Paragraph 1a, 1 st sentence, Page i	Change wording to move parenthesis and remove capitalization.		Rewrite to read: ...and § 33.93 (teardown inspection) of Title 14 of the Code of Federal Regulations (14 CFR) part 33.	Adopted.				
14.	Footer Section, Page i	Incorrect format.		Remove the page number from the first page of the document. Page numbers do not begin until the second page. The first is always understood.	Adopted.				
15.	Paragraph 3, Page ii	Improper capitalization.	Inconsistent with the rest of the document.	Remove the capitalization from all the letters in the paragraph title. Use title case instead.	Adopted.				

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16.	Paragraph 4a, 2 nd & 3 rd sentences, Page ii	Change wording.		Rewrite to read: ...replaced in 1965 when the new 14 CFR part 3 became effective. Part 33 has been revised through numerous amendments over the past four decades.	Adopted.	
17.	Global Change within Table of Contents	Missing complete title of Table of Contents.		Spell out "Table of Contents" within the header of pages iv thru vii.	Adopted.	
18.	Global Change within Table of Contents	Incorrect spacing.		Use more spacing and perhaps dotted tab lines to numbers. This would help the document read easier.	Adopted.	

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19.	Table of Contents, Chapter 3-5c, Page iv	Missing period.	Inconsistent with the rest of the document.	Place a period after the term "power".	Adopted.				
20.	Table of Contents, Chapter, Between Appendix 12 & 13, Page vi	Incorrect spacing.		Remove the extra spaces between Appendix 12 and 13.	Adopted.				
21.	Paragraph 1-1b, 2 nd sentence, Page 1	Change wording.		Rewrite to read: ...the latest version of 14 CFR part 33 are presented in Appendix 12.	Adopted.				

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22.	Paragraph 1-1b(1)(b), last sentence, Page 1	Add wording.			Rewrite to read: This was the last amendment to part 13 prior to the FAA recodification that introduced 14 CFR part 33.	Adopted			
23.	Paragraph 1-1b(2)(a), 1 st sentence, Page 1	Add wording.			Rewrite to read: ...to replace the airworthiness standards contained in CAR part13.	Adopted			
24.	Paragraph 1-1b(2)(f), 2 nd sentence, Page 2	Incorrect verb tense.			Change the term "simplifies" to "simplified".	Adopted			

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25.	Paragraph 1-2, Pages 3 – 5	Missing labeling of definitions.		Label the definitions with a letter for referencing.		Adopted			
26.	Paragraph 1-2, Page 3	Incorrect format.		Move the sentence explain the definition section up a line to begin directly after the title “Definitions”.		Adopted			
27.	Paragraph 1-2, 8 th definition, last sentence, Page 3	Improper capitalization.		Remove the capitalization from the term/title “type certificate data sheet”.		Adopted			

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28.	Paragraph 1-2, 18 th definition – Test hardware, 5 th sentence, Page 4	Change wording.			Rewrite to read: Applicants may use non-type design parts that are less capable...	Partially adopted. We have changed “Applicants” to “The applicant” to be consistent with previous use of “The applicant.”			
29.	Paragraph 2-1, last sentence, Page 6	Change wording.			Rewrite to read: Refer to Section 1-2 for the definition of power characteristics.	Adopted.			
30.	Paragraph 2-1d, Page 6	Missing comma.			Place a comma after the terms “that” and “test”.	Adopted.			

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31.	Paragraph 3-1a(2)(e),, Page 9	Missing period.			Place a period after the reference “§ 33.19(a)”.	Adopted			
32.	Paragraph 3-1a(2)(j) and (l), Page 9	Clarity.			Why are two requirements lumped together in (j) and (l)?	Partially adopted. Page 5, changed “(j) Adequacy of fuel system in §33.67(a) and (b); and lubrication system §33.71(a) and (b).” to “(j) Adequacy of fuel system in §33.67(a) and (b). (k) Adequacy of lubrication system §33.71(a) and (b).” - Renumbered subsequent subparagraphs (k), (l), (m), (n), and (o). - Left text in original paragraph (l) unchanged because 33.89(a) points to 33.73; thus the two requirements with regard to the engine response are combined.			

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33.	Paragraph 3-1b(1)(e), Page 10	Incorrect formatting.			Move the text on the second line back to the left margin.		Adopted.		
34.	Paragraph 3-2c(1), 1 st sentence, Page 14	Typo.			Remove the bold from the comma found after the term "tested".		Adopted.		
35.	Paragraph 3-2e(1)(a), Page 15	Inconsistent font and unnecessary color text.			Why are there different font and color with some words? Change the font to Times New Roman, 12pt for consistency.		Adopted.		

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	<h1 style="margin: 0;">AVS</h1> <h2 style="margin: 0;">Quality Management System</h2>	QPM # AIR-001-007-F1	Revision 0
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1. Document No.: AC 33.87-1A: Calibration Test, Endurance Test and Teardown Inspection For Turbine Engine Certification (§§ 33.84, 33.85, 33.87, 33.93)		2. Project Lead: Dorina Mihail, ANE-111 Judith Watson, ANE-103		3. Reviewing Office: AIR-500		4. Date of Review: 8/30/11		5. [reserved] March 1, 2013	
36.	Paragraph 3-2e(3), Page 16	Incorrect format.			Change the font on labeling of the subparagraph to Times New Roman, 12pt.	Adopted.			
37.	Paragraph 3-2g(2)(e), 2 nd sentence and 3-2h(1), Pages 18 & 19	Incorrect spacing.			Remove the space from between the reference of § 33.87 and (b). Rewrite to read: § 33.87(b).	Adopted.			
38.	Paragraph 3-3, Page 20	Missing capitalization.			Capitalize the title "Topic" in the paragraph title.	Adopted.			

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39	Paragraph 3-4a(2), 1 st sentence, Page 21	Missing space.				There should be two spaces between the labeling of the subparagraph and title.		Partially adopted. The document uses tabs between the subparagraph number and the first sentence. Changed space to tab.	
40	Paragraphs 3-7b(2)(a) (b) & (c), Pages 29 & 30	Incorrect formatting.				Move the text that begins with “the guidance...” up two lines to begin directly after the term “ratings”.		Adopted.	
41	Paragraph 3-7b(2)(c), Page 30	Incorrect formatting.				Move the text found under subparagraph (c) up a line to begin directly after the term “ratings”.		Adopted.	

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42.	Paragraph 3-7c, last sentence, Page 31	Missing complete reference information.			Give specific paragraph that identifies items 3 and 4 in this AC.		Adopted.		
43.	Paragraph 3-8f, 1 st sentence, Page 32	Incorrect alignment.			Move the paragraph to the left to align with subparagraphs e and g.		Adopted.		
44.	Paragraph 3-8i, 2 nd sentence, Page 32	Missing space.			There should be two spaces between both sentences.		Adopted.		

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45.	Between Paragraph 3-8i & j, Page 32	Incorrect spacing.			Remove the extra space from between paragraph 3-8i and j.	Adopted.			
46.	Paragraph 4-1, last sentence, Page 35	Define the term "Manufacture Inspection District Office" first.			Use the acronym "MIDO" after the first usage.	Adopted.			
47.	Paragraph 4-1b(1)(c)4, Page 36	Missing comma.			Place a comma after the term "component".	Adopted.			

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48.	Paragraph 4-1b(2)(b) <u>3</u> a, Page 36	Incorrect font color.		Change the font color to black.		Adopted.			
49.	Appendix 2, Paragraph 2a(1)(a), Page A2-1	Missing semicolon.		Place a semicolon after the term "speed".		Adopted.			
50.	Appendix 2, Paragraph 2a(2), Page A2-2	Missing semicolon.		Place a semicolon after the term "test".		Adopted. Also put a semicolon after "test" in paragraph 2a(1) for consistency. (refer to Appendix 3)			

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51.	Appendix 2, Paragraph 2b(1)(b), Page A2-2	Improper usage of comma.	Delete the comma after the term "limit".	Replace with semicolon for consistency purposes.	Partially Adopted. We use commas in our list series, not semicolons.				
52.	Appendix 3, Header Section, Page A3-2	Incorrect format.	Inconsistent with the rest of the document.	Remove the Appendix title from the header section.	Adopted.				
53.	Appendix 3, Paragraph 2a(2), Page A3-2	Incorrect formatting.		Move the text in subparagraph (a) a line to begin directly after the term "specify".	Adopted.				

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54.	Appendix 3, 3 rd Bullet, Page A3-2	Missing period.			Place a period after the term "maintenance".	Adopted.			
55.	Appendix 5, Paragraph 3, 1 st sentence, Page A5-1	Define the term for the acronym "TIA".			Use the acronym "TIA" after the first usage.	Adopted.			
56.	Appendix 5, Paragraph 4a, Page A5-2	Incorrect usage of conjunction "and".			Remove the term "and".	Adopted.			

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57	Appendix 5, Paragraph 4b, c, d, e, and f, Page A5-2	Missing semicolon, conjunction “and”, and period.		Place a semicolon after the each term in the series and a period at the end of the word phrase.	Partially Adopted. We use commas in our list series, not semicolons.				
58	Appendix 5, Paragraph 4c, and d, Page A5-2	Define the term for the acronyms “HPT” and “LPT” first.		Use the acronyms “HPT” and “LPT” after the first usage.	Adopted.				
59	Appendix 6, Paragraph 1c(1) – (3), paragraphs 2a(1) – (3), Pages A6-1 & A6-2	Missing period.		Place a period after the acronym “OEI”.	Adopted.				

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60.	Appendix 7, Paragraph 1(a) – (c), Page A7-1	Missing space.			Place a space between the subparagraphs (a) – (c).	Adopted.			
61.	Appendix 9, Paragraph 2a, under bullet section, Page A9-1	Missing paragraph identifier.			Label the unidentified sentence found under the bullet section or combines with the bullet section.	Partially adopted. Moved the sentence under paragraph 2a. (refer to Appendix 11)			
62.	Appendix 10, Paragraph 1a & b, Page A10-1	Unnecessary underline.			Remove the underline from the title in subparagraph a and b.	Adopted.			

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63.	Appendix 11, Pages A11-1 thru A11- 3 and Appendix 12, Pages A12-2 thru A12-3	Incorrect margin alignment and unnecessary page break.		Check the margins and remove the page breaks.		Adopted.			
64.	Appendix 12, Paragraph 1a, 1 st sentence, Page A12-1	The term "Civil Air Regulations" has already been defined.		Use the acronym "CAR".		Adopted.			
65.	Appendix 12, Paragraph 2a(1), Page 12-2	Change wording.		Rewrite to read: The new 14 CR part 33 part of the FAA recodification program, was issued to replace...		Partially adopted. Rewrite to read: "The new 14 CFR part 33 of the FAA recodification program was issued to replace..."			

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66.	Appendix 12, Paragraph 2f(6), Page A12-5	Define the term for the acronym "EASA's – CS-E" first.		Use the acronym "EASA's – CS-E" after the first usage.		Adopted.			
67.	Appendix 12, Paragraph 2g(3), Page 12-5	Missing period.		Place a period after the term "test".		Adopted.			
68.	Appendix 13, Paragraphs 2 & 5, Page A13-1	Clarity.		Why did you decide to reference/label the figures as Figure 3a and 11A and not Figure 4 and 12?		Adopted.			

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69.	Appendix 13, Pages 13-2 thru 13-14	Incorrect format.			Make the figure number more visible by placing it at the top of the figure beside the title.	Adopted.			
70.	Appendix 13, Pages 13-2 thru 13-14	Incorrect format.			Remove the text in the top left-hand corner of the page which indicates the page numbers.	Adopted.			
71.	Appendix 13, Page A13-13	Incorrect format.		Inconsistent with the rest of the document.	Remove the title of the Appendix from the header.	Adopted.			

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1. Document No.: AC 33.87-1A	2. Project Manager: Dorina Mihail, 781-238-7153	3. Reviewing Office: Atlanta ACO and MCO ACE-100	4. Date of Review: 10-19-11	5. Date of Disposition: March 1, 2013
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 Project manager’s disposition in comments in the last column below. Enter the reasons for non-incorporated comments. Identify each disposition as:

- **Adopted;**
- **Partially Adopted;**
- **Non-Concur;**
- **Concur but Outside of Scope (Will be considered in next change/revision); or**
- **Answer to Question or Statement.**

Item No:	Page and Paragraph No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 11, Para. (3)	The paragraph indicates that a TIA must be utilized for the conformity of the test engine. The NACIP/RFC process should also be allowed as an option to the use of the TIA.	Current TIA work instructions are more applicable to flight test activities than engine ground tests and impose unnecessary processing requirements for ground based engine tests.	Add the use of NACIP/RFCs as an option at the discretion of the applicable office for conformity activities.	Partially adopted by referencing O8110.4C that contains the acceptable conformity inspection documentation types.– Refer to Page 7, Para (3)

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2.	Page 20, Para. 3-3. a.(1)	The paragraph speaks to amended TC, engineering changes, repairs and PMAs, but does not include STC activities. Please add STC projects to the listing for clarity.	The lack of stating STCs may provide confusion or an excuse to applicants.	Add STC projects.	Adopted - Refer to Page 17, Para 3-3(a)(1)
3.	Appendix 1-1, Para. 1.	The paragraph speaks to amended TC, engineering changes, repairs and PMAs, but does not include STC activities. Please add STC projects to the listing for clarity.	The lack of stating STCs may provide confusion or an excuse to applicants.	Add STC projects.	Adopted Appendix 8 paragraph 1.c
4.	Appendix 4, Page A4-1, Paragraph 3.a.	Add NOTE: Variable stator vane [Inlet Guide Vane] (IGV) off-design point scheduling (miss-scheduling) is sometimes influenced by an unintended FADEC software program. This condition has been known to have a significant adverse impact on fan blisk life.	To add a cautionary awareness and bring this configuration to the attention of individuals involved in testing and continued operational safety.		Non-concur. The referenced paragraph discusses the intentional mis-scheduling of the guide vanes in order to reach the triple redline. This comment seems to refer to when the engine is in operation and the mis-scheduling occurs because of a FADEC failure. The comment is not within the scope of the guidance.

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5.	Appendix 5-1, Para. 3.	The paragraph appears to indicate that a TIA must be utilized for the conformity of the test engine and the test setup. The NACIP/RFC process should also be allowed as an option to the use of the TIA.	Current TIA work instructions are more applicable to flight test activities than engine ground tests and impose unnecessary processing requirements for ground based engine tests.	Add the use of NACIP/RFCs as an option at the discretion of the applicable office for conformity activities.	Non-concur. The request is addressed in the referenced Order 8110.4C chapter 5. This paragraph states that TIA is “normally” used, but does not require that TIA be always used; instead directs the applicant to the options available in 8110.4C.
6.	Page Appendix 9-1, Para. 1.	Add reference to 33.93(b)(1) regarding retention of pretest settings.	Add clarification to the teardown inspection requirements.	Add text regarding bench testing of components with adjustments.	Adopted. Paragraph Appendix 11 paragraph 2.a.(1)

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1. Document No.: AC 33.87-1A	2. Project Manager: Dorina Mihail, 781-238-7153	3. Reviewing Office: ANE-140, James Gray, 781-238-7742	4. Date of Review: 10/20/2011	5. Date of Disposition: March 1, 2013
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 Project manager’s disposition in comments in the last column below. Enter the reasons for non-incorporated comments. Identify each disposition as:

- **Adopted;**
- **Partially Adopted;**
- **Non-Concur;**
- **Concur but Outside of Scope (Will be considered in next change/revision); or**
- **Answer to Question or Statement.**

Item No:	Page and Paragraph No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 2, Para 3	Should “RELATED REGULATIONS AND DOCUMENTS” be lowercase?	Consistency with other changes to headings	Make “RELATED REGULATIONS AND DOCUMENTS” lowercase	Adopted.
2.	Page v, 3-5 (g/h)	Should “The 150 hours of testing time” and “See Figure 3 in Appendix 13” be line items in the Table of Contents?	Seems out of place	Either remove or re-title	Adopted. Re-titled for clarification

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3.	Page 18, (e)(1) / Page 19, (h)(2)	“2.5-minutes” is used as opposed to “21/2-minutes”	Consistency of terminology	Change 2.5-minute to 21/2-minutes	Adopted. Refer to Page 15, Para (5), and Para (h)(2)
4.	Page 21, Heading 3-4	Should “for Engines Other Than Certain Rotorcraft Engines” be capitalized?	Consistency with other headings	Change to “for engines other than certain rotorcraft engines.”	Adopted.
5.	Page 27, 3-5 (a)	In other similar sections, this paragraph is titled “Explanation” as opposed to “Guidance”	Consistency with other sections	Change label of paragraph to “Explanation”	Non-Concur. The AC sections for compliance with 33.87(b) through (e) have a paragraph called “Guidance”; additionally a paragraph called “Explanation” is provided under sections 3-4 and 3-7. Since paragraphs titled both “Explanation” and “Guidance” exist within the same section. Changing the names as suggested would result in two paragraphs with the same title.
6.	Page 27, 3-5 (a)	Why is the phrase “xxx OEI power rating is desired” changed in this section but not in 3-6?	Consistency with other sections	Change wording in both sections	Adopted. Refer to Page 23, Para 3-5(a)
7.	Page 28, 3-7	Title was changed to capitals, other section titles were left lowercase (like 3-5 and 3-6) – also see Item 4	Consistency with other headings	Change to consistent headings	Adopted.
8.	Page 29, 3-7, para b(2)(a)	Missing “minute” after “21/2”	Typo		Adopted

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9.	Page 30, 3-8, para a.	The “Explanation” section of 33.87(e)” is referenced, but is there an “Explanation” section in the regulation – was this reference supposed to be to the section in the AC?	Unclear reference		Adopted. Clarified the reference to a section of the AC. Refer to Page 27, Para 3-8(a)
10.	Page 32, 3-8, para (e)	This paragraph is difficult to interpret	Unclear paragraph	Break out using a table or into sub-bullets	Adopted. Added tables for clarification. Refer to Page 29 Para (e)
11.	Page 32, 3-8, para (f)	Extra tab after “f.”	Typo		Adopted
12.	Page A13-1	Extra tab before “Figure 3/Figure 3A”	Typo		Adopted
13.					
14.					

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