

Document Review Comment Log

Title of Document: AC 20-18B, Qualification Testing of Turbojet and Turbofan Engine Thrust Reversers	
Author:	Alan Strom, 781-238-7143
Technical Writer/Editor:	Daniel Tibuni, 781-238-7181
Comments Disposition Date:	April 3, 2015

Commenter: • Complete Reviewing Office information and your Comments.						
Reviewing Office						
Organization:						
Comments Submitted By:		Textron Aviation				
Phone:						
#	Name and Mail Stop	Page and Paragraph Number	Comment	Reason for Comment	Recommendation	Disposition/Response to Comment
1		7.a.	Need clarification of the reference to section 9.	Need clarification of the reference to section 9.	Change to read, "If the thrust reverser does not use core or mixed flow, actuating it under the conditions of the endurance test is not necessary to meet the requirements of § 33.97. <i>For thrust reversers that use core or mixed flows, see guidance on thrust reverser cyclic test severity in paragraph 9 of</i>	Agree. Added wording as suggested.

Author:

Disposition the comments in the last column. Identify each disposition as:

- Agree;
 - Partially Agree;
 - Do Not Agree; or
 - Agree, but Outside of Scope (will consider in next change/revision).
- Note:** Provide enough explanation or justification to your comment disposition.

Substantive comments must be resolved and do not include the following unless they change the intent:

- correct grammar or sentence structure;
- correct term use
- simple text changes that clarify the intent, meaning, or to improve readability
- change in format/structure of the overall document

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2		7.c.	Add words to clarify that only steady state positions where the reverser is expected to be in during normal operation are tested.	Current wording of “all positions throughout its normal range of travel” could be interpreted to mean every possible position including positions the reverser is only in transiently while moving from one position to another. Added words attempt to clarify only steady state positions where the reverser is expected to be in during normal operation are tested.	this AC. Change to read, “The applicant must install the entire thrust reverser assembly on the engine to demonstrate that the operability of the engine is not adversely affected. The operation test must test the thrust reverser at all positions throughout its normal range of travel <i>at each position designed for normal use (e.g. fully deployed and fully stowed)</i> . The thrust reverser control system does not need to be used to actuate the thrust reverser if the applicant can show that any	Partially agree. The thrust reverser must not damage the engine or cause operability problems during deployment or retraction, not just in the closed or open positions. Although, test data may not need to be taken at every possible position the thrust reverser could take. Changed wording to read, “The operation test must demonstrate that, at all positions throughout its normal range of travel the thrust reverser will not adversely affect the operating characteristics of the engine.”
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					transient effects that occur during actuation are less severe than the effects demonstrated during the test. “	
3		7.d.	Add words to clarify that only steady state positions where the reverser is expected to be in during normal operation are tested.	Same as above, the current wording of “all positions throughout its normal range of travel” could be interpreted to mean every possible position including positions the reverser is only in transiently while moving from one position to another.	Change wording to read, “ For the same reason as with the operation test, the entire thrust reverser assembly must be installed on the engine. Additionally, the vibration test must test the thrust reverser at all positions throughout its normal range of travel <i>at each position designed for normal use (e.g. fully deployed and fully stowed)</i> . The thrust reverser control system	Partially agree. As above, the thrust reverser must not damage the engine or cause operability problems during deployment or retraction, not just in the closed or open positions. Although, test data may not need to be taken at every possible position the thrust reverser could take. Changed wording to read, “Additionally, the vibration test must demonstrate that, at all positions throughout its normal range of travel the thrust reverser will not induce

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					does not need to be used to actuate the thrust reverser if the applicant can show that any transient effects that occur during actuation are less severe than the effects demonstrated during the test	excessive stress in any engine part”
4		9.	Wrong paragraph citation	§33.89 cited when commenter believes FAA meant to cite §33.87	Change “...§§33.89 and 33.97...” to “...§§33.87 and 33.97....”	Agree. Changed citation to “...§ 33.87 and....”

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