

DISPOSITION OF SUBSTANTIVE COMMENTS

***Please include all AIR-500 nonsubstantive comments to the Tech Writers.**

1. **DATE FORM COMPLETED:** March 27, 2009 (This date is meant to ensure no duplicate reporting occurs in the AoD metrics)

2. **TITLE OF DOCUMENT:** AC 20-147A, Turbojet, Turboprop, Turboshaft and Turbofan Engine Induction System Icing and Ice Ingestion

3. **COMMENT PHASE:** Internal FAA (Clearance Record): Internal **OR** Public: _____

4. **HOW MANY CLEARANCE RECORDS ARRIVE AFTER THE DUE DATE:** 4

SUBSTANTIVE COMMENTS. Substantive comments must be resolved in the format below. Substantive comments are any comment other than those which:

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

Name of Person & mail stop	Page & Par	Comment: <i>Similar comments may be grouped together or you may list them separately.</i>	Comments Accepted? 1. YES 2. NO 3. IN PART	Disposition: <i>Technical specialist must dispose each comment (can group similar comments) by accepting them either in part, whole or not at all. Reasons <u>MUST</u> be provided for NOT accepting in part or whole.</i>
ANE-141	Page 14, par 3	Provide definition of “ground idle” speed in AC. Engine control systems may change the ground idle speed depending on ambient temperature and other factors.	YES	Agree. Will make change as recommended by commenter.
ANE-141	Page 12, 13, 14	The amount of engine bleed extraction affects engine operability and flameout margin. Recommend providing guidance in the AC on how to consider engine bleed extraction when performing the CPA analysis and conducting the icing test points.	YES	Agree. Will make change as recommended by commenter.
ANE-141	Page 17, par (2)(c)	Delete the words “Although not generally acceptable ...” And consider adding words that state the temporary power loss needs to be reviewed and found acceptable by the aircraft manufacturer.	YES	Agree. Will make change as recommended by commenter.
ANE-141	General	Provide a section within the AC that discusses and provides information for running the icing tests at ground and altitude test facilities.	YES	Agree. Will make change as recommended by commenter.
ASW-100	Page 1, par 1.(b)	Address turboshaft engine installations (part 33 aspects). As more rotorcraft are approved for flight into known icing there is a higher likelihood of engine issues if there is not proper Part 33 compliance.	YES	Agree. Will make change as recommended by commenter.
ASW-100	Page 5, 6, par (i)	Reword. First sentence, replace “... while sitting on test point...”, with “... while operating at test point...”.	YES	Agree. Will make change as recommended by commenter.
ANM-160S	Page 3	Define “technology efforts”	YES	Agree. Will make change as recommended by commenter.
ANM-160S	Page 22	Expand on the explanation of ice crystal impact, melting and cooling the surface down. This process may not be obvious to the reader.	YES	Agree. Will make change as recommended by commenter.
ANM-140S	Page 6, par 6.j.	Delete the phrase “at the engine’s primary power set parameter (for example, fan rotor speed, engine pressure ratio).”	YES	Agree. Will make change as recommended by commenter.

ANM-140S	Page 31, par 9.c.5.	Delete the word "mild".	YES	Agree. Will make change as recommended by commenter.
ANM-140S	Page 33, par 10.a.3.a	For 25.1093 replace the damage allowance of 33.77 with more stringent requirements of section 8.d.2	YES	Agree. Will make change as recommended by commenter.