

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:		GE				
Phone:						
#	Name and Mail Stop	Page and Paragraph Number	Comment	Reason for Comment	Recommendation	Disposition/Response to Comment
1		7. Engine Compatibility Testing.	<i>For the purposes of endurance, calibration, operation and vibration test, when accompanied by supporting justification, it may be acceptable to incorporate a suitably representative substitute (non-type design) thrust reverser or static engine cowl system."</i>	Based on previous engine certification experiences, the commenter believes that in the instances of endurance, calibration, operation and vibration tests applicants the practicality of configuring a test vehicle in order to meet these other regulatory test requirements does not allow the use of a type design	Change to read, "The reason for including the thrust reverser in the endurance, calibration, operation, and vibration tests, as prescribed by § 33.97(a), is to ensure that the installation and use of the thrust reverser does not adversely impact the performance, durability, or operability of the engine.	Partially agree. Added "The tested thrust reverser must be representative of the type design to the extent described below:" to the end of the introductory paragraph 7. Added sentences in paragraphs 7.a., b., c. and d saying that "Any deviations between the type design

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

Note: Please forward editorial comments to the Tech Writer for resolution.

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				<p>thrust reverser during part or all the testing. In these instances the applicant has been able to demonstrate that the use of a non-type design (sometime referred to as a "slave" thrust reverse or engine cowling system) can provide appropriate physical, functional and operational characteristics for the compliance purposes of the subject test for the type design engine. This has been very particularly the case in instances where the engine applicant is not pursuing part 33 certification of a thrust reverser system. Whereas, in instances where an applicant is pursuing thrust reverser system certification, the proposed change would still allow for a discussion and FAA</p>	<p>For the purposes of endurance, calibration, operation and vibration test, when accompanied by supporting justification, it may be acceptable to incorporate a suitably representative substitute (non-type design) thrust reverser or static engine cowl system."</p>	<p>thrust reverser and the thrust reverser used during the test must not affect the" relevant characteristics being tested.</p>
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				decision regarding the need to include an intended type design thrust reverser system in any one or more of these engine tests.		

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