



AVS Quality Management System

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AIR-001-007-F1

Revision 0

Title: Document Review Log

Date: June 19, 2009

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Comment Dispositions for Draft AC 33.74/92-1B

Instructions to Complete 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.**

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Comment Dispositions for Draft AC 33.74/92-1B

Table 1. AIR-500

	1. Document No.: 33.7492-1B, Turbine Engine Continued Rotation and Rotor Locking	2. Project Manager: Carlos Fernandes (781) 238-7189 John Donnell (781) 238-7181 ANE-111	3. Reviewing Office: Reviewer Name/Phone No.: Jennifer Arquilla AIR-500	4. Date of Review: May 06, 2014	5. Date of Disposition: June 10, 2014
Item No:	Page and Para No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 1, Header Now page i	Incorrect format	The date and AC number should not appear in the header on page 1 of the AC	Delete date, "draft text" and AC number from header	Concur. Date and AC number removed.
2.	Page 1 Now page i	Incorrect format	There is only one solid line in the proper AC format	Delete second solid line (before purpose)	Concur. Line deleted.
3.	Page 1, AC No Now page i	Unnecessary text		Delete "(Draft) from AC No: field	Concur. Draft deleted from AC.
4.	Global, Footer	Incorrect format		Delete all footer text except page number	Non-Concur. This information will remain until the AC is final. It will be removed then.
5.	Page 2, para 5 Now page 1-3, para 1.7	Extra space		Delete space before "25.903(c)	Concur. Single space ahead of every §, globally.
6.	Page 2, para 7a Now page 2-1, para 2.1.3	Confirm word choice	"aircraft" includes rotorcraft	Rewrite to read "...installed in airplanes and rotorcraft."	Concur. ASE changed it to "turbine engines."
7.	Page 2, para 7b Now page 2-1, para 2.1.4	Define acronym	"extended operations" is not the complete definition for ETOPS	Define ETOPS upon the first usage	Concur. Corrected to "extended twin-engine operations."



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Table 1. AIR-500

	1. Document No.: 33.7492-1B, Turbine Engine Continued Rotation and Rotor Locking	2. Project Manager: Carlos Fernandes (781) 238-7189 John Donnell (781) 238-7181 ANE-111	3. Reviewing Office: Reviewer Name/Phone No.: Jennifer Arquilla AIR-500	4. Date of Review: May 06, 2014	5. Date of Disposition: June 10, 2014
Item No:	Page and Para No:	Comment:	Reason:	Recommendation:	Disposition:
8.	Page 2, para 7c(2), last sentence Now part of paras 2.1.5.3 through 2.1.5.6	Incorrect punctuation		Add comma after "...requirements for aircraft"	Concur. Sentence was restructured by ASE, thus removing the commented portion.
9.	Page 2, para 7c(2), last sentence Now part of page 2-2, paras 2.1.5.3 through 2.1.5.6	Missing AC title	Always define AC upon first reference	Add AC title for AC 25-24	Concur. Sentence was restructured by ASE, thus removing the commented portion.
10.	Page 2, para 7d(1) and (2) Now page 2-3, paras 2.1.6.2 through 2.1.6.3	Incorrect use of bold		Delete bold from this level of the outline	Concur. New format per 1320.46D addresses this concern.
11.	Page 6, end New format – see disposition	Add para to reference feedback template on page 7		Add para to reference feedback template on page 7	Concur. New AC format references form in table of contents and in para 1.4.
12.	Page 7 New format – see disposition	This template should be an appendix		Add appendix to the AC for this feedback template	Concur. Added as Appendix A.



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Table 2. ASW-100

Item No:	Page and Para No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 2, Para 7.a. Now page 2-1, para 2.1.3	Improper use of the term aircraft	The term 'aircraft' includes both airplanes and rotorcraft so the addition of rotorcraft in this sentence is redundant.	Either revise the sentence to remove "and rotorcraft" or change "aircraft" to "airplane"	Partially Adopted. The phrase was deleted. The sentence now only refers to turbine engines.



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Table 3. ANM-100

	1. Document No.: 33.7492-1B, Turbine Engine Continued Rotation and Rotor Locking	2. Project Manager: Carlos Fernandes (781) 238-7189 John Donnell (781) 238-7181 ANE-111	3. Reviewing Office: Reviewer Name/Phone No.: T. Thorson ANM-100B (425) 917-6508	4. Date of Review: May 09, 2014	5. Date of Disposition: May 16, 2014
Item No:	Page and Para No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 3; Para 7.d.(1) Now page 2-3, para 2.1.6.2	The para has requirements that link the maximum duration required for the analysis to the maximum diversion time approved for the airplane. As a part 33 approval, recommend also addressing engines that have an early ETOPS approval under § 33.201	An engine that has early ETOPS approval should be approved for the conditions under § 33.74 up to the maximum diversion time approved under the engine type certificate. It is possible that the engine ETOPS diversion time approval may exceed the airplane approval (e.g., the GENx-1B engine model is approved for diversions up to 330-minutes in duration while the airplane is currently approved for durations up to 180-minutes).	Revise the third para of this section to read as follows (or similar): “The assessment should consider special operations such as ETOPS, and should cover the maximum diversion time approved for the airplane during such operations. If the engine is approved for ETOPS eligibility under § 33.201, the assessment should cover the maximum diversion time approved for the engine.	Concur. Recommended sentence inserted. (New AC format and follow-on reviews have resulted in some modification to the original recommendation.)



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Table 4. ANE-140

	1. Document No.:	2. Project Manager:	3. Reviewing Office:	4. Date of Review:	5. Date of Disposition:
	33.7492-1B, Turbine Engine Continued Rotation and Rotor Locking	Carlos Fernandes (781) 238-7189 John Donnell (781) 238-7181 ANE-111	Reviewer Name/Phone No.: Walt Meibaum (781) 238-7119 ASW-110	March 28, 2014	May 08, 2014
Item No:	Page and Para No:	Comment:	Reason:	Recommendation:	Disposition:
1.	Page 1, Para 4 Now page 1-2, table 1-1	There is no reference to Normal Category Rotorcraft		Include a reference to 27.903(d)(2)	Non-Concur. Not applicable. No change.
2.	Page 2, Para 5 Now page 1-3, para 1.7	There is no reference to Normal Category Rotorcraft		Include a reference to 27.903(d)(2)	Non-Concur. Not applicable. No change.
3.	Page 2, Para 5 Now page 1-3, para 1.7	The background doesn't fully identify the situation being discussed.	"Continued rotation" is not described.	After "continued rotation" add "of a turbine engine following inflight shutdown".	Concur. Change incorporated.
4.	Page 2, Para 6.b. Now page 2-1, para 2.2, and associated subparas	Rotor locking device should not be restricted to engine type design.	The locking device could be on the rotorcraft input gearbox.	Consider applicability of rotorcraft type design hardware also.	Concur. Added related phrase to para 2.2.1.?????
5.	Page 2, Para 7.c. Now para 2.1.5.1	The "in general" seems to be an odd insertion	This allows the applicant wide latitude in deciding what to include or not include.	Delete these words.	Non-Concur. Paras 2.1.5.3 through 2.1.5.6 further discusses exclusions.
6.	Page 3, Para 7.c.(1) Now page 2-2, para 2.1.5.2	The failure conditions seem confusing	Conditions (e) and (f) don't appear to be failure conditions, but rather flight conditions at which a failure might occur.	Restructure this para.	Concur. Discussion has been modified and moved to para 2.1.6.5.



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Item No:	Page and Para No:	Comment:	Reason:	Recommendation:	Disposition:
7.	Page 3, Para 7.c.(2) Now page 1-3, para 1.7	The reference to "flight deck" is unclear	There is no mention of the types of effects this might have on the flight deck.	Clarify what is the possible effects on the flight deck.	Concur. Change flight deck to flight crew.
8.	Page 3, Para 7.c.(2) Now page 2-2, part of paras 2.1.5.3 through 2.1.5.6	The XX.903 references do not seem to address imbalance.		Remove these references.	Concur. References deleted.
9.	Page 3, Para 7.d.(1) Now page 2-3, para 2.1.6.2	Assessing the maximum exposure time for the life of an engine seems difficult	It is difficult to estimate the number of times an engine may have an inflight shutdown during its service life.	Eliminate this condition, on the grounds that after an inflight shutdown, the engine would be returned to serviceable condition according to the Maintenance and Overhaul Manuals.	Concur. Condition deleted.
10.	Page 4, Para 8.a. Now page 2-4, para 2.1.7	The list of hazardous conditions seems redundant after referring to 33.75(g)(2)(i)	These conditions are taken directly from the referenced section.	Leave only the reference or the hazardous conditions.	Concur. Changed as indicated.
11.	Page 4, Para 9b Now page 2-5, para 2.1.8.4	The sentence that begins, "For each component..." and continues to the next page is difficult to read	There seems to be something missing.	Rewrite sentence.	Non-Concur. Sentence is OK. No change.
12.	Page 5, Para 9b Now page 2-5, para 2.1.8.4	The reference to 33.19 is not clear	I do not see unsafe conditions specified in 33.19.	Review for applicability.	Concur. Sentence modified and 33.19 reference removed.



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13.	Page 5, Para 9d Now page 2-5, para 2.1.8.6	The reference to maintenance personnel is not clear	Maintenance personnel would not be near the engine in light.	Remove reference.	Concur. Sentence revised to be clearer.
14.	Page 5, Para 9e Now page 2-5, para 2.1.8.7	The second sentence seems to have a structural problem		Insert "must" before "have shown".	Concur. Sentence revised to be clearer