

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

1. Document No.: AC 33.27-1A	2. Project Manager: Tim Mouzakis	3. Reviewing Office: Boeing, Pratt & Whitney	4. Date of Review: 5/9/11	5. Date of Disposition: 6/10/11
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REVISION HISTORY		
Rev	Description of Change	Effective Date
0	Original	6/19/09

	<h1>AVS</h1> <h2>Quality Management System</h2>	QPM # AIR-001-007-F1	Revision 0
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Instructions for Completing the Document Review Log					
<p> 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: </p> <ul style="list-style-type: none"> • 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.	General	The analysis of failure cases needs to specifically state that worst-case control system measurement and actuation timing tolerances need to be considered.	With the advent of IP Turbine Overspeed Systems (IPTOS) on some engine types, we have been seeing a control system-resident solution that depends on rapid and proper reaction from a combination of temperature and speed sensors.	(General comment – Take this information into consideration and revise text where appropriate in the final version of the AC.)	Adopted

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2.	Page 5, para. 8.a.	The proposed text states: <i>a. The applicant must test the most critical stage of each rotor module (fan, LPC, HPC, HPT, LPT) on a rig or engine at the conditions necessary to demonstrate that a minimum strength rotor would meet the requirements of §§ 33.27(a) and (d).</i> [Highlight added]	The listed stages in the parenthetical text appear to be incomplete	The listed stages in the parenthetical text should include <u><i>IPT</i></u> and <u><i>IPC</i></u> to reflect three spool engines	Adopted
3.	Page 9	The very last section or entry in the AC. The section is listed as "(5)", but P&W believes it really should be section "(c)" based on the previous AC draft version I kept from 2006. This change makes sense because it should be included within the sections on prime reliable shaft sections and their exclusion from consideration..			Adopted