



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-034

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**Commenter 1: All Nippon Airways – Hiroyuki Tanizaki – 03/04/2018**

### Comment # 1

- A. Regarding to Paragraph Definition Group, can the word “ESN below 10554” be deleted in Group 2? IP compressor module can be replaced to other engine and the affected seal could be installed to ESN below 10554.
- B. Regarding to Paragraph Repetitive Inspections, ANA can't access/restore for the inspection in accordance with RR SB TRENT1000 72-AJ929 due to missing some tasks, for example there is no task for removing the LP compressor disc and shaft attachment bolt for access. ANA has already requested Rolls-Royce to revise the NMSB, but not yet. Could EASA instruct Rolls-Royce to correct the NMSB before issuing AD?

### EASA response:

- A. Comment not agreed. The Group 2 definition includes the statement “provided the engine remains in that configuration”. This means that, if an affected seal is installed (e.g. by installing an affected IP compressor module) on such an engine, it is no longer a group 2 engine, but a Group 1 engine. No changes have been made to the Final AD in response to this comment.**
- B. Comment understood, but not agreed. RR have informed EASA that the NMSB will be revised, as requested. However, EASA does not see this as sufficient cause to delay Final AD issuance, as the current NMSB does not prevent compliance, and any later revision of the NMSB can be used for compliance. No changes have been made to the Final AD in response to this comment.**

