



## COMMENT RESPONSE DOCUMENT

EASA PAD No. 18-141

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**Commenter 1: All Nippon Airways Co. Ltd. – Daisuke Yamazumi – 02/11/2018**

### Comment # 1

Applicability paragraph states: Trent 1000-A,... and Trent 1000-CE2 engines, serial numbers (ESN) as listed in Appendices 1, 2 and 3 of the NMSB, except those that have embodied RR modification (Mod) 72-H818 in production, or the SB in service.

As per this statement: If the further modification standards of the SB TRENT1000 72-H818 IPT blades are issued, does the operator need to get an AMOC when the ESN is listed in the Appendices 1, 2 and 3 of the NMSB?

If yes, could you amend the Applicability, so that the operator can embody a new modification SB without an AMOC?

### EASA response:

***Comment noted, but not agreed. Any development (e.g. new P/N IPTB) will need an EASA (modification) approval and another SB, to allow production and in-service fleet introduction, respectively. If Rolls-Royce applies to EASA for an AMOC approval for that SB (e.g. prior to issuance), establishing that the SB (new P/N) provides equivalent safety to the current SB 72-H818 optional modification, then that SB could include the EASA AMOC approval statement (reference). That should prevent operators application for AMOC, as well as the need for AD revision.***

***No changes have been made to the Final AD in response to this comment.***

